

An aerial photograph of a dense forest. A winding, light-colored trail or path is visible, cutting through the green canopy. The trees are mostly deciduous with green leaves, and some bare branches are visible. The lighting suggests a sunny day with dappled shadows on the forest floor.

Guadalupe Creek Trail Master Plan



Future trail alignment

*Approved by the City of San José
Parks and Recreation Commission
on May 5, 2004*

*Approved by the City of San José
City Council
on June 15, 2004*

Guadalupe Creek Trail Master Plan

Prepared for:
Department of Parks, Recreation and
Neighborhood Services
City of San José

Under the direction of:
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Parks, Recreation and Facilities Division
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Executive Summary

Background

Since 1980, trail planning has been an important component of the Santa Clara County General Plan. Trail planning as a specific objective was formalized with the formation in 1992 of a Trails Plan Advisory Committee. The Committee conducted a comprehensive study of existing County trails policies and provided recommendations for development of a countywide trails plan. This exhaustive study involved cataloging trails in several cities including Los Gatos, Campbell, Santa Clara, San Jose, Milpitas, Mountain View, and Sunnyvale. With the adoption of the Santa Clara County Trails Master Plan Update in 1995 by the County Board of Supervisors, an interjurisdictional framework for trail implementation was formed.

Purpose of the Guadalupe Creek Trail Master Plan

The Guadalupe Creek Trail was identified in the Master Plan Update as an important link between the proposed region-wide Bay Trail, which will encircle the San Francisco Bay, and several connector trails in the county. Explosive growth in the valley in the past thirty years has resulted in increased traffic congestion and diminishing open space areas. Developing creek and riverside trails has become an increasingly valuable method for providing residents with recreational opportunities and alternative transportation routes. Recognizing the desire and demands



Guadalupe Creek near Almaden Quicksilver County Park

Guadalupe Creek Trail Master Plan

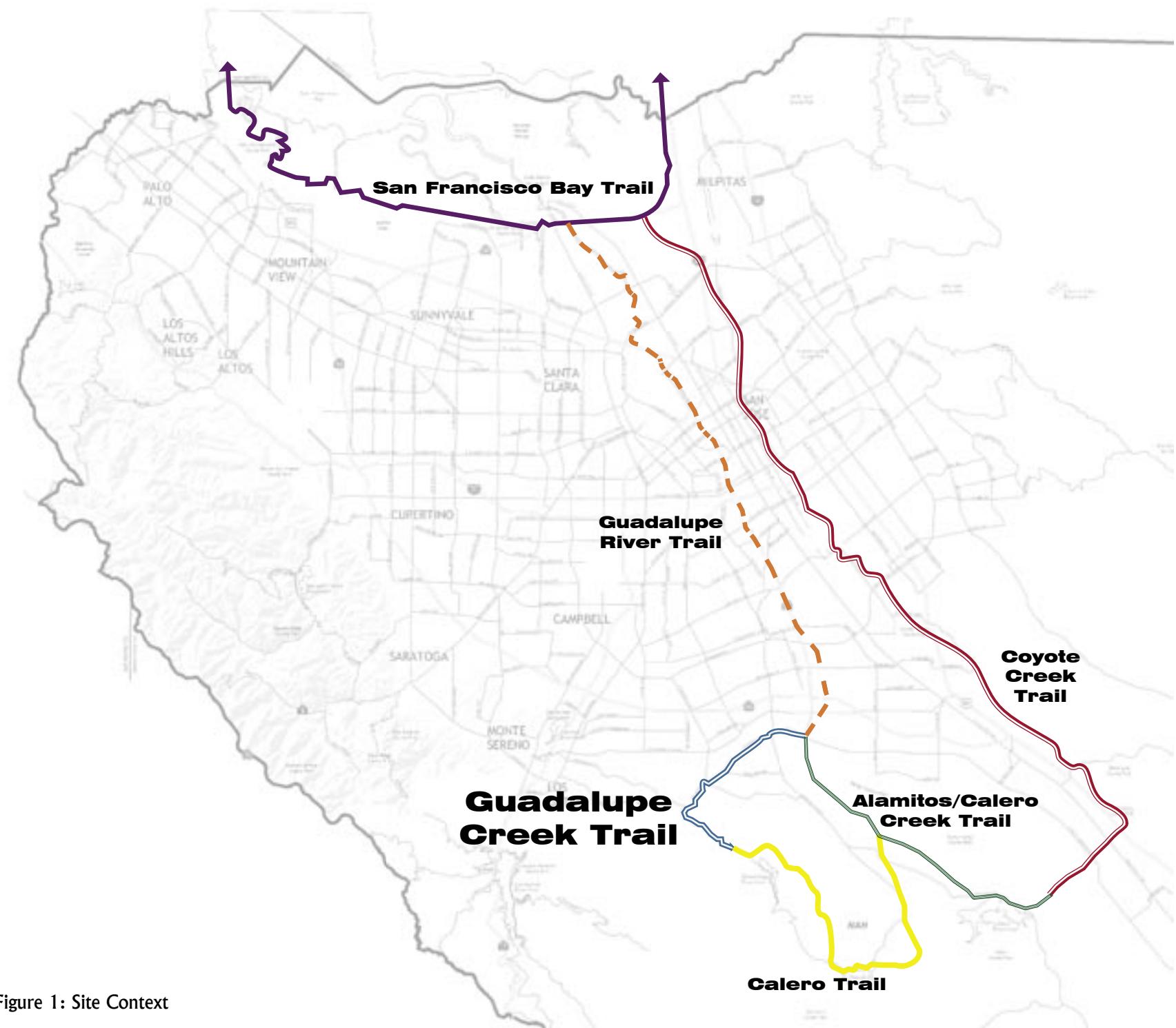


Figure 1: Site Context



Figure 2: Regional Map

of its residents for a better standard of living, the City of San José Parks, Recreation and Neighborhood Services (City), in cooperation with the Santa Clara Valley Water District (Water District) and the County of Santa Clara proposed to develop a Master Plan for a trail along Guadalupe Creek in the year 2000.

The Guadalupe Creek Trail will provide a vital link between several creekside trails already developed along routes identified in the 1995 County Trails Master Plan Update. The developed trails in the Almaden Valley area of San Jose include Alamos Creek Trail and Guadalupe River Trail.

Implementation of the Guadalupe Creek Trail will provide pedestrians and bicyclists with an additional 3.9 miles of trail and access to Almaden Quicksilver County Park. It

will provide residents near the trail with convenient access to mass transit centers such as the Valley Transportation Authority's Almaden Lightrail Station.

This trail will parallel Guadalupe Creek from Almaden Quicksilver County Park to Guadalupe Creek's confluence with Alamos Creek to form the Guadalupe River.

Planning Process

Much of the property traversed by the proposed 3.9 mile trail alignment belongs to the Water District and is managed for flood protection, water supply and watershed stewardship purposes. Other property owners include the City of San José, Pacific Gas and Electric Company (PG&E), Santa Clara County, and the Guadalupe Rubbish Disposal Company, Inc. (GRDCI). Smaller parcels adjacent to the creek corridor are privately owned as single-family residences.

To address the concerns of all involved parties, numerous meetings were held over the course of Master Plan development. Community meetings were held to solicit the concerns, recreational needs, and preferred alignments of property owners. A Technical Advisory Committee (TAC) was formed with members from local and state agencies. Their technical input to the draft plan was incorporated before the plans were presented to the community. The preferred trail alignment that is described in this document is a result of these meetings.



Alamos Creek - Guadalupe Creek confluence

Site Setting

Physical Setting

Between Almaden Expressway and Masson Dam, the most prominent physical features along Guadalupe Creek are the percolation ponds and an earthen levee located on the north side of the creek (see photo to the left). The existing maintenance road makes the levee ideally suited for the trail. To the north of the levee are percolation ponds, a high school, a City park and single-family residences. Many of the ponds have shores edged with cattails. Ducks and other waterfowl are often seen in the ponds.

East of Masson Dam is an undeveloped four acre parcel at the northwest corner of Coleman Road and Oak Canyon Road, which is a proposed Water District wetland mitigation site. Design of these improvements are currently on hold as alternative sites are being investigated.

From the west side of the dam to Camden Avenue the site is marked by major differences in terrain. A wide, flat floodplain lies between the creek and Capitancillos Drive. Dense vegetation and steep slopes characterize the space immediately north of the creek. Overhead electrical lines and large PG&E transmission towers span the site on a north - south axis (see site analysis photo number 19 on the following page, and Site Analysis Plan for location of photo within site area). Along Camden Avenue, the slope between the creek and the street is divided into an upper and lower bench. The lower bench is narrow and is used by the Water District as a storage yard. The upper bench is approximately the same elevation as Camden Avenue. The Water District accesses the yard from the upper bench (see site analysis photo number 28 on the following page).



Los Capitancillos percolation ponds in foreground, Water District maintenance road (on levee) and senior housing in background

Guadalupe Creek Trail Master Plan



Water district maintenance road



Site analysis photo #19: PG&E overhead lines and towers



Site analysis photo #28: Bench along Camden Avenue



Site analysis photo #45: GRDCI gate



Site analysis photo #46: Road split on Guadalupe Mines Road



Site analysis photo #54: County/GRDCI property line

From Camden Avenue westward the site is dominated by Guadalupe Mines Road, a two lane road bordered by residential homes and an office park to the west, and a sidewalk and residential homes to the east. The paved road ends at a gated cul-de-sac which marks the entrance to the landfill property operated by the Guadalupe Rubbish Disposal Company, Inc. (GRDCI, see site analysis photo number 45 to the left). Past the gate, an unpaved haul road cuts into the upper bank of Guadalupe Creek and is used exclusively by the landfill company. Approximately 500 feet upstream of the gate, the haul road becomes a divided road with each lane approximately 12-13 feet wide (see site analysis photo number 46 to the left). The upper haul road lies approximately 100 to 200 feet south of the creek. The lower haul road lies approximately 50 feet south of the creek. Guadalupe Creek in this area meanders through a steeply cut channel lined with dense riparian vegetation including sycamore, alder and snowberry.

Steep grades and mining activity have resulted in sloughing of the slopes on the uphill side of the creek in two locations along the haul road alignment. This condition is exacerbated by seismic activity. A landslide occurred during the late 1990s in a location directly upslope of the existing historical residence. It is still being stabilized and has the potential to continue to creep towards the creek in the future. The landslide is currently being evaluated by the landfill company and by the Regional Water Quality Control Board. Two active fault traces are also found in this area.

The haul road on the GRDCI property passes by several historical buildings, including a former mining residence still in use. Towards the edge of the property the site is marked by rolling grassy land that slopes gently towards the creek.

In the vicinity of Almaden Quicksilver County Park, the site is marked by steep hills dotted with native oak and madrone. Dense stands of riparian trees follow the creek alignment at the bottom of the slope. A barbed wire fence separates the County and GRDCI properties (see site analysis photo number 54 on the previous page).

Adjacent Land Uses

The land uses adjacent to the creek corridor are dominated by low, medium, and high density housing developments. Other land use designations include light commercial, open space, hillside, and industrial park (see Figure 3).

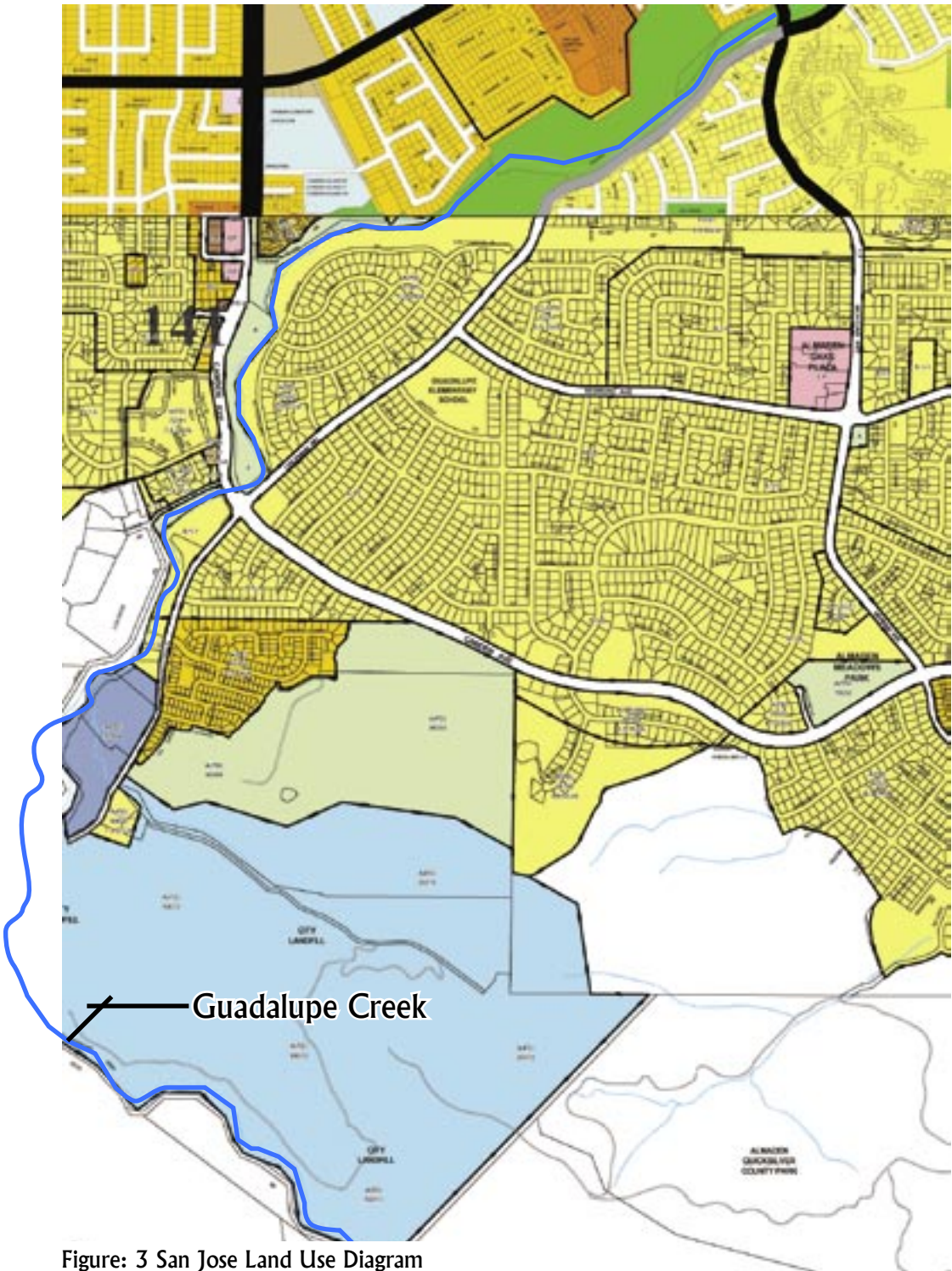


Figure: 3 San Jose Land Use Diagram

Guadalupe Creek Trail Master Plan

Cultural History

The Santa Clara Valley, where the trail alignment is located, has historically been inhabited by the Ohlone Indians who lived in villages scattered throughout the valley for more than 1,000 years before the arrival of Spanish Explorers. Four prehistoric or historic sites adjacent to the trail alignment were discovered and recorded in the 1970s. These sites were not found during a site reconnaissance conducted in 2002; possibly due to extensive housing, commercial, and road developments that have occurred in the area since the sites were recorded. One previously unrecorded prehistoric site was discovered in 2002, however, this site is not located in the vicinity of the trail alignment.

Spanish Explorers discovered the area in the eighteenth century. Gaspar de Portola and Father Junipero Serra arrived in the valley in 1769 while looking for Monterey Bay. By 1777, Father Serra had established Mission Santa Clara de Asís. The Spanish lived in the valley for nearly a half-century until 1821, when the Mexican Revolution ushered in an era of Mexican leadership. Their rule was short lived, as the gold rush brought American explorers to the area just two decades later. In 1850, California became a state within the Union.

By the early 1900s, tunnels, shafts, and dumps dotted the hillside as mercury mines prospered. The area near Almaden Quicksilver County Park became one of the largest mercury mines in the United States, with a local populace of almost 4,000. Mining operations ceased in 1976 by which time the County Parks and Recreation Department had purchased most of the land. Around this time, the Guadalupe landfill began its operations and the area by Guadalupe Mines Road was developed as residential lots.

Much of the surrounding land in the valley was used for agricultural purposes in the mid-1900's. Fruit processing became a major industry and was vital to the local economy until the 1950's. By the late 1960's, the area was known as "the Valley of Heart's Delight" due to the extensive acres of fruit orchards that would blossom each spring. By the mid-1970's, residential development replaced most of the orchards. The Water District percolation ponds and a PG&E substation were built in the mid- to-late 1960's. The remainder of the land remains undeveloped riparian and hillside open space.

Biological Resources

From Almaden Expressway to Camden Avenue, non-native grassland and bare ground dominate the remaining undeveloped land. Sporadic stands of willow, sycamore, oak, and cottonwood are found along Guadalupe Creek in this stretch. A mitigation revegetation project from Almaden Expressway to Masson Dam, completed by the Water District in 2001, provides the beginnings of a riparian canopy to improve a creek floodplain that is mostly bare earth. Birds, squirrels, deer, and the occasional coyote can be seen passing through this reach.

Between Camden Avenue and Almaden Quicksilver County Park, a denser, true riparian community exists, with an understory of flowering currant, snowberry, willow, blackberry, and poison oak, and an overstory of trees such as willow, oak and sycamore, providing important habitat to a host of wildlife species. Ordinance sized trees, (minimum 56 inches in circumference), occur throughout this riparian woodland.

In general, riparian corridors support a rich diversity of flora and fauna, making them one of the highest value

habitats in California. The creekbed supports marsh vegetation and aquatic animals. The adjacent understory supports frogs, raccoons, opossums, and woodrats. The canopy supports a host of bird species including hawks, scrub jays, and warblers.

Grassland and sage scrub plant species in the vicinity of Almaden Quicksilver County Park include California natives such as sticky monkeyflower, coyote brush, yarrow, lupine, California poppy, and soap plant. These environments provide habitat for fauna such as California quail, snakes, coyote, lizard, red-tailed hawk, black-tailed jackrabbit, and pocket gopher.



Historical mining residence

Goals and Objectives

The following goals and objectives were identified early in the Master Planning process to guide development of trail improvements.

General

- Accommodate growing need for additional bicycle, recreational, and equestrian facilities.
- Expand City's network of alternative transportation routes and provide additional connections between existing bikeways, light rail transit lines, and bus lines.
- Provide access to creek open space areas for the enjoyment and education of residents.
- Evaluate alternative alignments and establish a recommended alignment that takes advantage of aesthetic, educational, and physical opportunities while addressing property ownership, safety, and environmental constraints.
- Establish specific guidelines and recommendations for trail development addressing alternatives for the path, creek and street crossings, site amenities, and bridge.
- Ensure that recommendations are consistent with policies as set forth in the 1995 Santa Clara County Trails Master Plan Update, the 1998 Almaden Quicksilver County Park Final Trail Master Plan Report, the 1994 Riparian Corridor Policy Study, the City General Plan, the 2000 Coyote Watershed Aesthetic Guidelines and the 1999 Santa Clara County Uniform Interjurisdictional Trail Design, Use and Management Guidelines.



Existing Guadalupe-Calero Trail in Almaden Quicksilver County Park

Guadalupe Creek Trail Master Plan

- Collaborate with affected agencies and neighbors to ensure that their interests and concerns are addressed and that the resultant Master Plan receives the widest support possible.
- Identify trail segments to prioritize implementation.
- Identify interim improvements to provide use in advance of permanent improvements.

Circulation

- Provide for universal access.
- Minimize pedestrian/vehicular conflicts.
- Facilitate alternative forms of transportation.
- Provide links to existing trails and open space.



Water District maintenance road near Masson Dam



California Buckeye, a common riparian woodland tree

Land use

- Ensure that improvements are consistent with existing land uses.
- Locate structures in areas that are already impacted.
- Minimize improvements in the creek floodplain.

Education

- Increase public awareness of the value of waterways and riparian habitat.
- Promote conservation.

Biological, geological, and archaeological resources

- Conserve and protect existing resources by minimizing construction impacts.
- Enhance existing biological resources through a program of revegetation of selected areas using watershed-native plants.
- Provide appropriate spatial buffering between improvements and sensitive resources.

Aesthetic

- Provide public access to view corridors.
- Conserve and maximize open space.



View of creek corridor from Almaden Quicksilver County Park

Interagency Coordination



Use of the existing landfill haul road is dependent upon closure of the landfill.

The complex issues involved with proposing public use of an environmentally sensitive site required the involvement of several agencies charged with protecting and monitoring our sensitive resources.

Property ownership issues

- Several agencies own property over which the trail will pass. Joint use agreements will be required to allow for development of the trail. Maintenance provisions are typically included in the joint use agreement.
 - A joint use agreement is required between the City and County for installation of the Almaden Expressway overcrossing.
 - A joint use agreement between the City and the Water District is required for the trail segment and parking locations between Almaden Expressway and Camden Avenue.
- The City will need to file an application for categorical exemption to the California Public Utilities Commission to allow for placement of the trail and parking lot on the PG&E fee parcel.
- The City has an easement on the Guadalupe Rubbish Disposal Company, Inc.'s property, but use of the haul road by the landfill operator prevents use of the easement for trail access from Guadalupe Mines Road to Almaden Quicksilver County Park until after the landfill has reached full capacity, anticipated to be in the year 2030.

Guadalupe Creek Trail Master Plan

Environmental requirements

- The City’s Riparian Corridor Policy requires that developments such as buildings, parking lots, and roads are set back a minimum of 100 feet from the edge of the riparian corridor. The minimum setback for lower-impact uses such as trails is 10 feet. The setback requirements allow for trails to enter the corridor for purposes of maintaining continuity.
- Special status species such as the California red legged frog have the potential to be found on-site. Mitigation measures incorporated into the environmental document will provide for their safety.
- The City’s Tree Ordinance Policy recognizes ordinance-sized trees as a sensitive resource. It requires that impacts to trees 18 inches in diameter measured at 24 inches above grade be documented with a tree survey. The proposed improvements must be carefully sited to minimize the potential removal of ordinance-sized trees. Removal of these trees typically requires replacement at



Guadalupe Creek in foreground. PG&E transmission wires in background

of the California Fish and Game Code. The CDFG must be notified of any activity that impacts riparian corridors and wetlands so that they may conduct an onsite investigation to review the impacts of the project on any wildlife resources present. CDFG requires a Streambed Alteration Agreement and a certified CEQA document prior to beginning any work within the creek channel. Impacts to the riparian corridor will require mitigation.

- The Regional Water Quality Control Board (RWQCB) is charged with protecting the State’s water supply quality by managing construction-related discharge of stormwater runoff. Project proponents are required to secure a General Permit from the RWQCB before construction of any project where storm-water runoff would disturb one or more acres of land. The RWQCB also requires that a Report of Waste Discharge is filed for projects affecting natural waterways. Waste Discharge Requirements may have to be implemented following RWQCB review.



Snowberry blossoms in late summer

a four to one ratio (four new trees to replace each tree that is removed). Ordinance-sized trees located within the riparian corridor require replacement at a three to one square footage ratio (three square feet of new trees to replace each square foot removed).

- Environmental clearance must be obtained under the California Environmental Quality Act (CEQA) prior to implementation of improvements. Impacts to factors such as biological resources and hydrology must be negligible or measures must be incorporated into the project to mitigate these impacts to less than significant levels.

Agency requirements

- The California Department of Fish and Game (CDFG) is charged with the protection and conservation of fish and wildlife resources under Section 1601-1607



Floodplain adjacent to Capitancillos Drive



- The Santa Clara Valley Water District (Water District) manages specifically designated watercourses within the County for purposes of watershed stewardship, flood control, water supply quality protection, water supply distribution, and maintenance. Guadalupe Creek is a specifically designated watercourse under Water District jurisdiction. The Water District requires an Encroachment and Construction Permit for work on its property, as well as, a Joint Use Agreement for projects located therein. Trail improvements must be located outside areas designated by the Water District as potential future mitigation sites. Impacts to the existing mitigation site will require the replacement of damaged plants at a one to one ratio.
- PG&E requires that anti-climbing guards be installed on transmission towers that are in close proximity to the trail. It also requires that trees planted beneath the towers have heights of less than 25 feet at maturity.
- The County of Santa Clara requires an Encroachment Permit for work within the County's publicly maintained right-of-way along Almaden Expressway. The County also requires that a Joint Use Agreement be obtained for the overcrossing structure that will be located within the road right of way.

Planning Process

Overview

The planning process involved multiple steps and the involvement of numerous agencies. Agency input as members of the Technical Advisory Committee (TAC) at three separate meetings was invaluable, as was input from the public gathered at three community meetings.

The development of the Master Plan took the following steps:

1. Project Initiation
2. Site Reconnaissance and Analysis
3. Conceptual Design, Public Outreach, and Plan Refinement
4. Environmental Analysis and Clearance
5. Operations and Maintenance Analysis
6. Final Master Plan

The project was expanded to include a spur trail consisting of a pedestrian overcrossing at Almaden Expressway directly north of Guadalupe Creek.

Project Initiation

Project initiation included the following meetings:

- Project Start-up Meeting
- On-site Meeting
- Property Owner Meeting #1
- Property Owner Meeting #2
- Property Owner Meeting #3



Existing haul road on the GRDCI's property

Guadalupe Creek Trail Master Plan

The project start-up meeting was held on November 20, 2001 to review project scope, property issues, and additional information required. Information about the project site was gathered from existing studies and observations. Additional studies such as a biotic assessment, cultural resources assessment, hydraulic study, hazardous materials assessment, and geotechnical analysis were conducted.

A site visit was held on November 29, 2001 to review project limits and to identify potential trail alignments that would result in the least environmental impact. Once alignment alternatives were established, property owners were identified and a series of meetings were held with their representatives.

The first property owner meeting with the Guadalupe Rubbish Disposal Company, Inc. was held on December 6, 2001. The landfill operations management provided an overview of the current landfill operation and future plans for the property. It was noted that the landfill was not expected to reach capacity for a minimum of another 20 years.

A subsequent property owner meeting was held on January 9, 2002 with the Water District and the City to discuss joint-use agreement requirements and to solicit initial Water District input on the potential trail alignment. The Water District expressed its preference that the trail be located on the existing Water District maintenance roads. It further expressed concern that trail improvements not negatively impact its mitigation project along the banks of the Guadalupe Creek.

A third property owner meeting was held January 15, 2002 with City and GRDCI representatives to review the project background and objectives, present the potential trail alignment through the landfill property, and solicit

input from the landfill company. GRDCI representatives expressed concern that concurrent use of the road by trail users and its haul trucks would be incompatible. They were receptive to use of the road as a trail after the quarry fill operation was complete.

Site Reconnaissance and Analysis

A site visit attended by the project team was held February 1, 2002 to review the project site within the limits of the GRDCI's property. GRDCI representatives led a tour along the landfill haul road and explained the landfill and quarry operations.

Due to the length of the proposed trail, several site visits were conducted to review project limits, conduct a site inventory, identify opportunities and constraints, and to identify potential trail alignments. This information was incorporated in a site analysis plan for the entire length of the proposed trail corridor. The site analysis plan delineates:

- land use, property ownership and easement locations
- edge of the riparian vegetation, 100' riparian setback limit, and floodplain limits
- existing features such as fencelines and Water District mitigation area limits
- topographical survey information including utilities
- aerial photo of site
- existing vehicular, bicycle, and pedestrian transportation routes
- vehicular traffic counts
- preferred trail alignments identified in the 1995 Countywide Trails Master Plan

Property owner concerns gathered from initial meetings were incorporated with information gathered from the site



Water District Mitigation Area

analysis process, resulting in a use relationship diagram showing potential trail alignments. A project coordination meeting was held March 19, 2002 to review the site analysis plans and use relationship diagram with the City.

Conceptual Design, Public Outreach, and Plan Refinement

The conceptual design process involved the following steps:

- 1) First Public Meeting Cycle
- 2) Preliminary Master Plan
- 3) Second Public Meeting Cycle
- 4) Alternative Alignments Analysis
- 5) Third Public Meeting Cycle

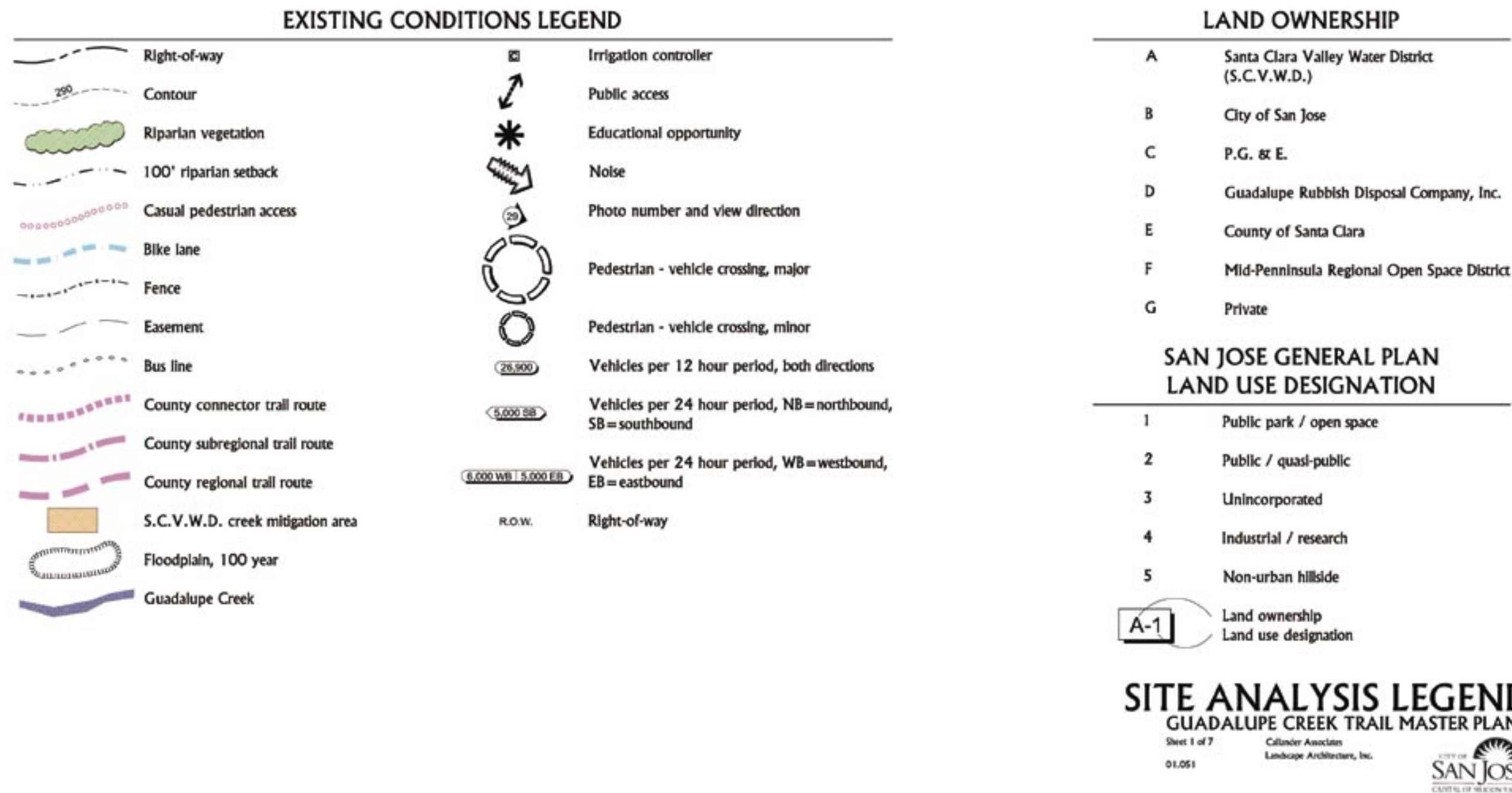


Figure 4: Site Analysis Plan

Guadalupe Creek Trail Master Plan

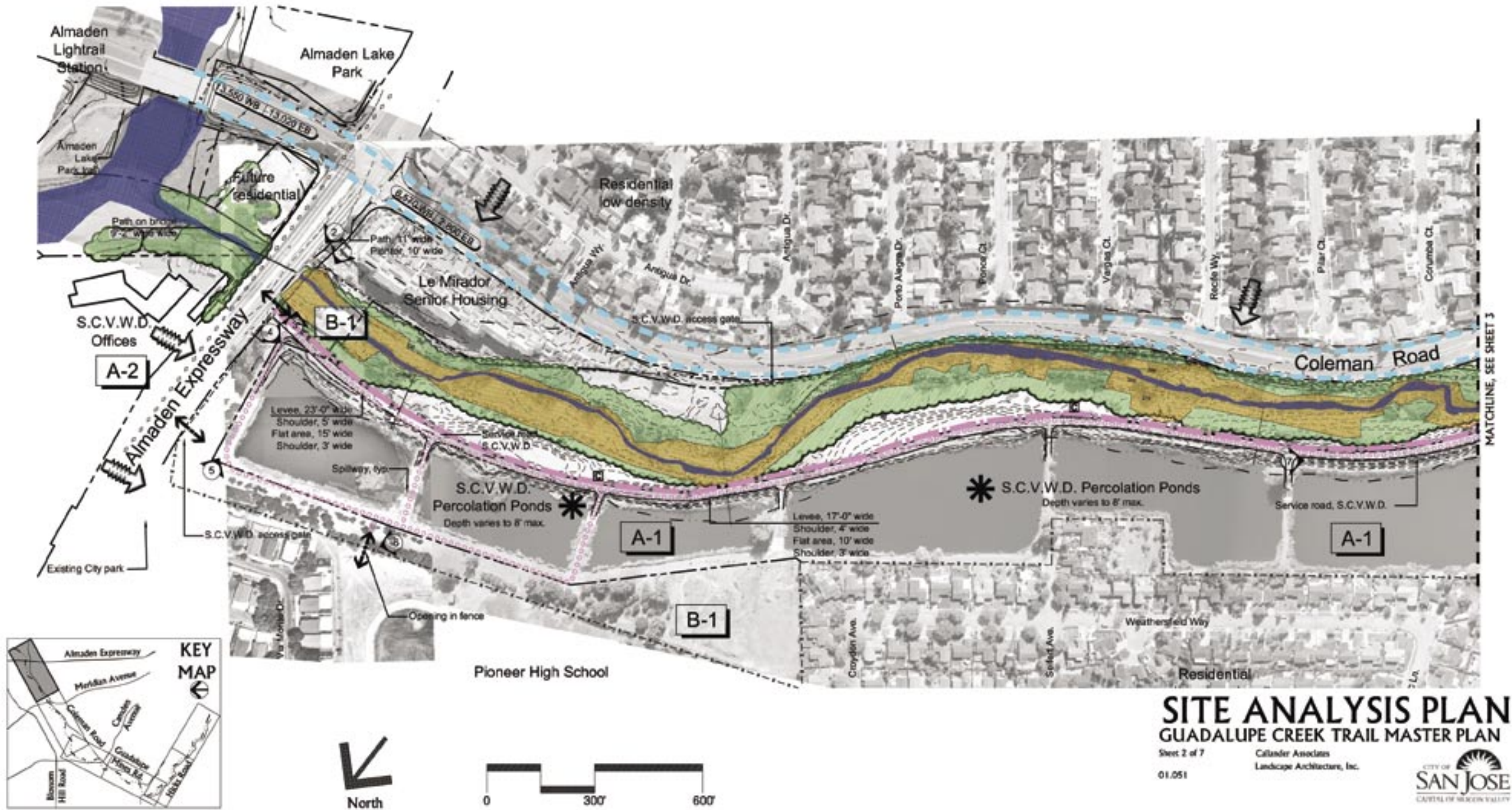


Figure 4: Site Analysis Plan

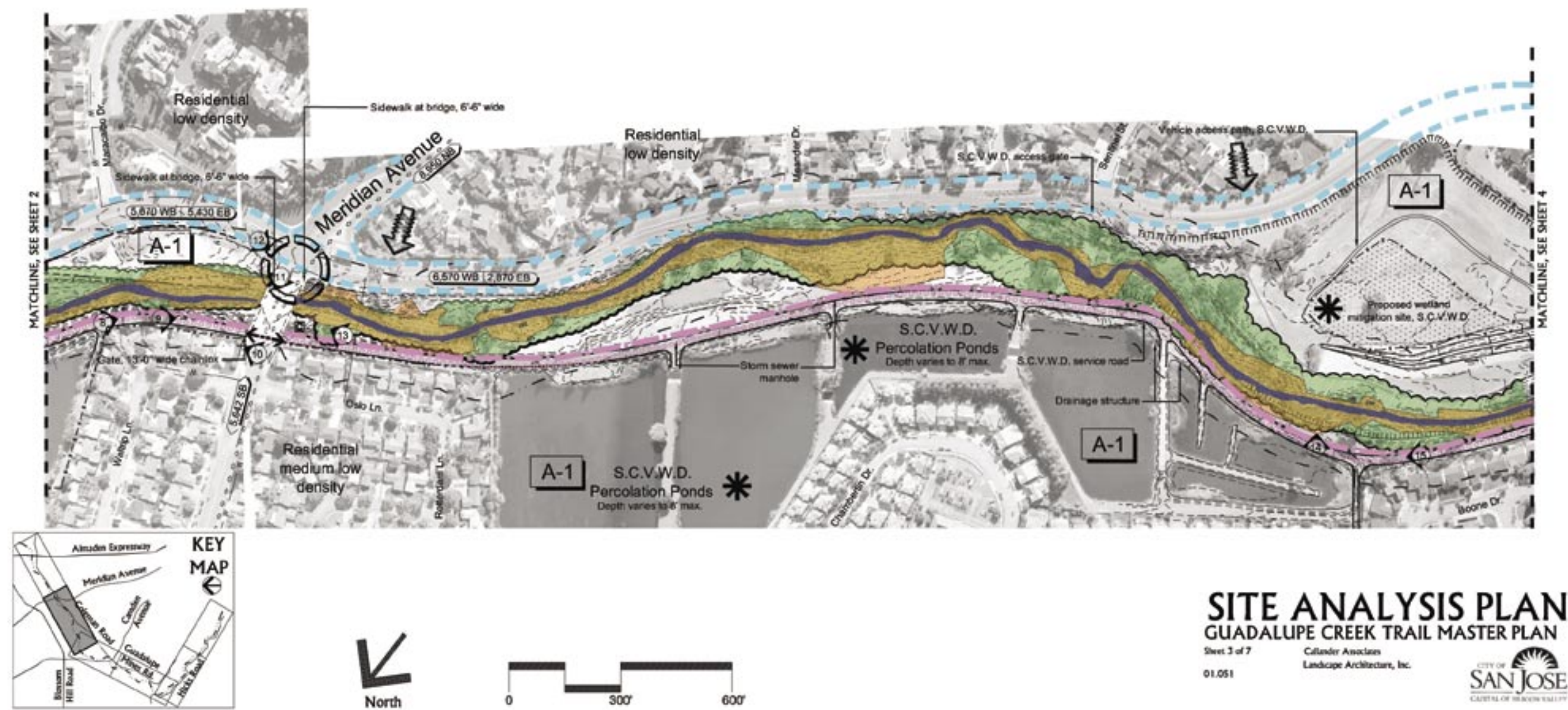


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Guadalupe Creek Trail Master Plan

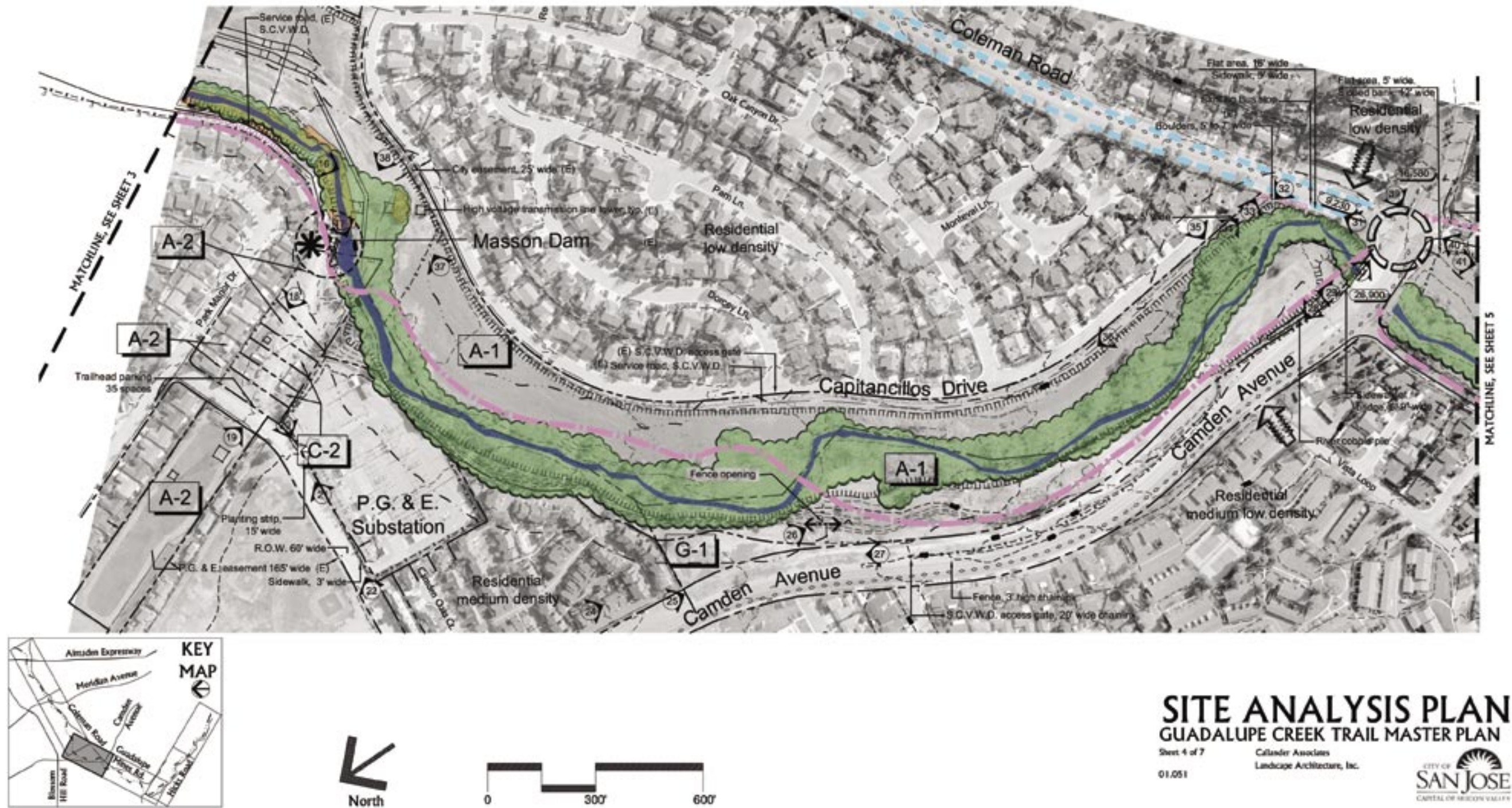


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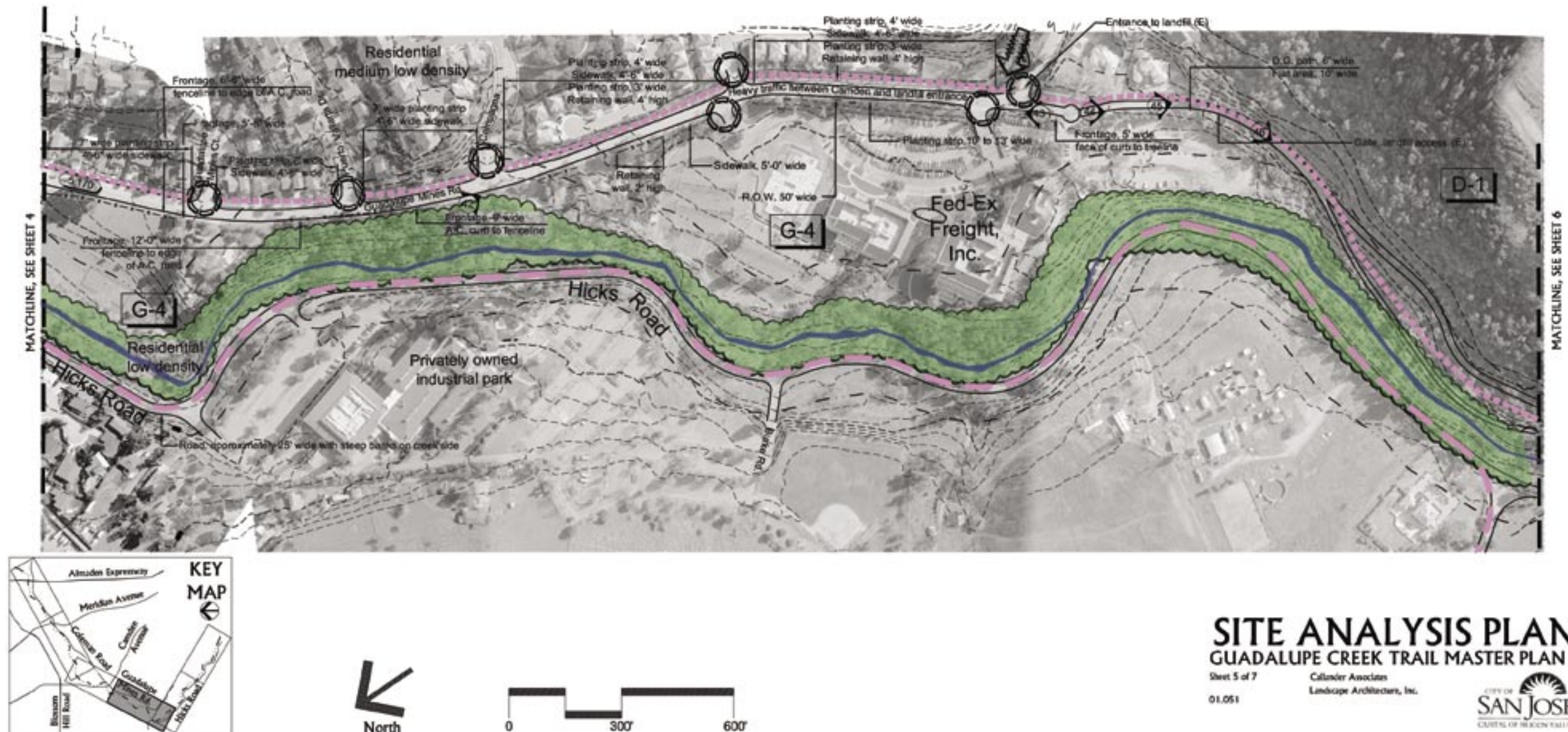


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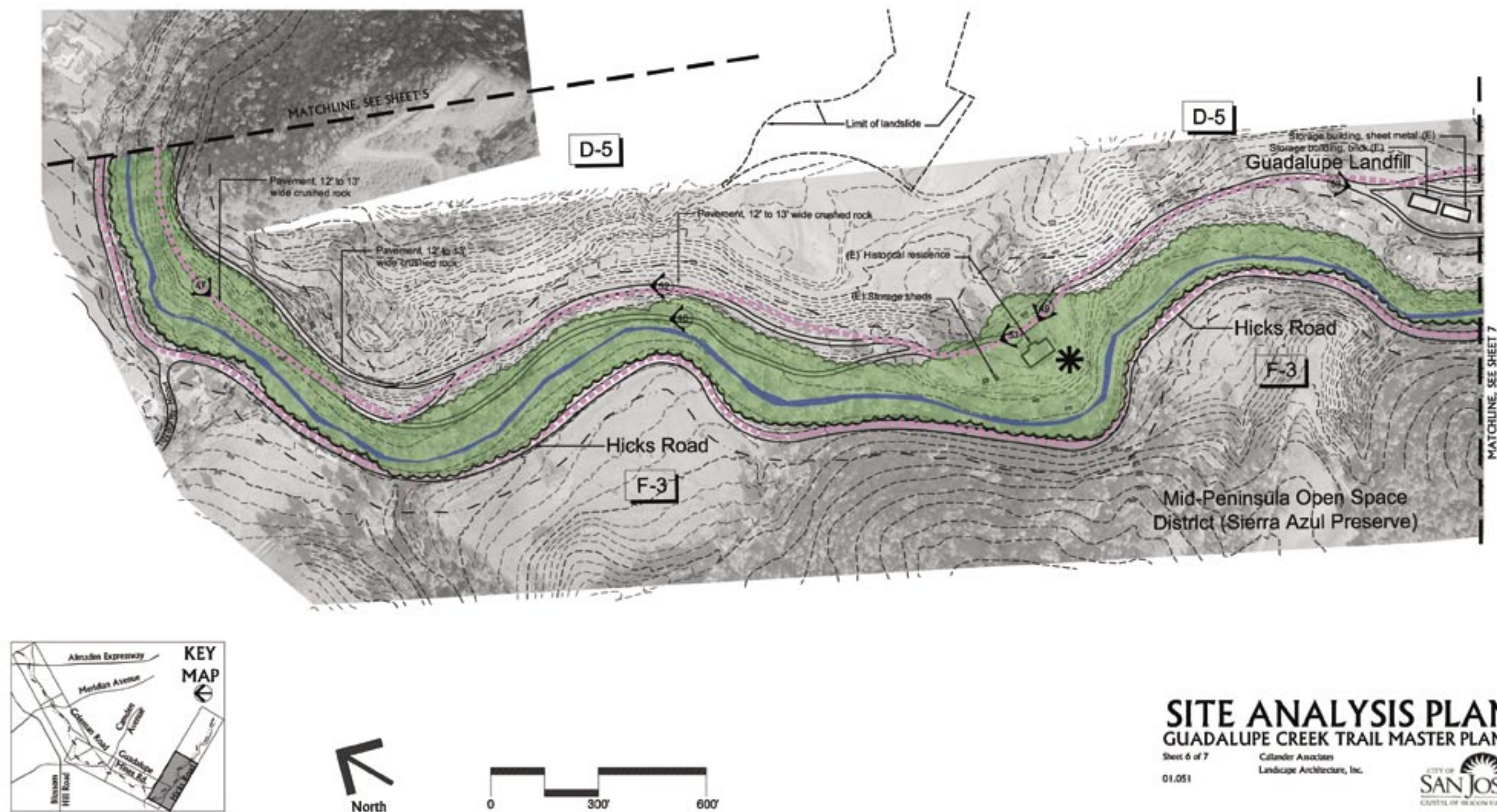
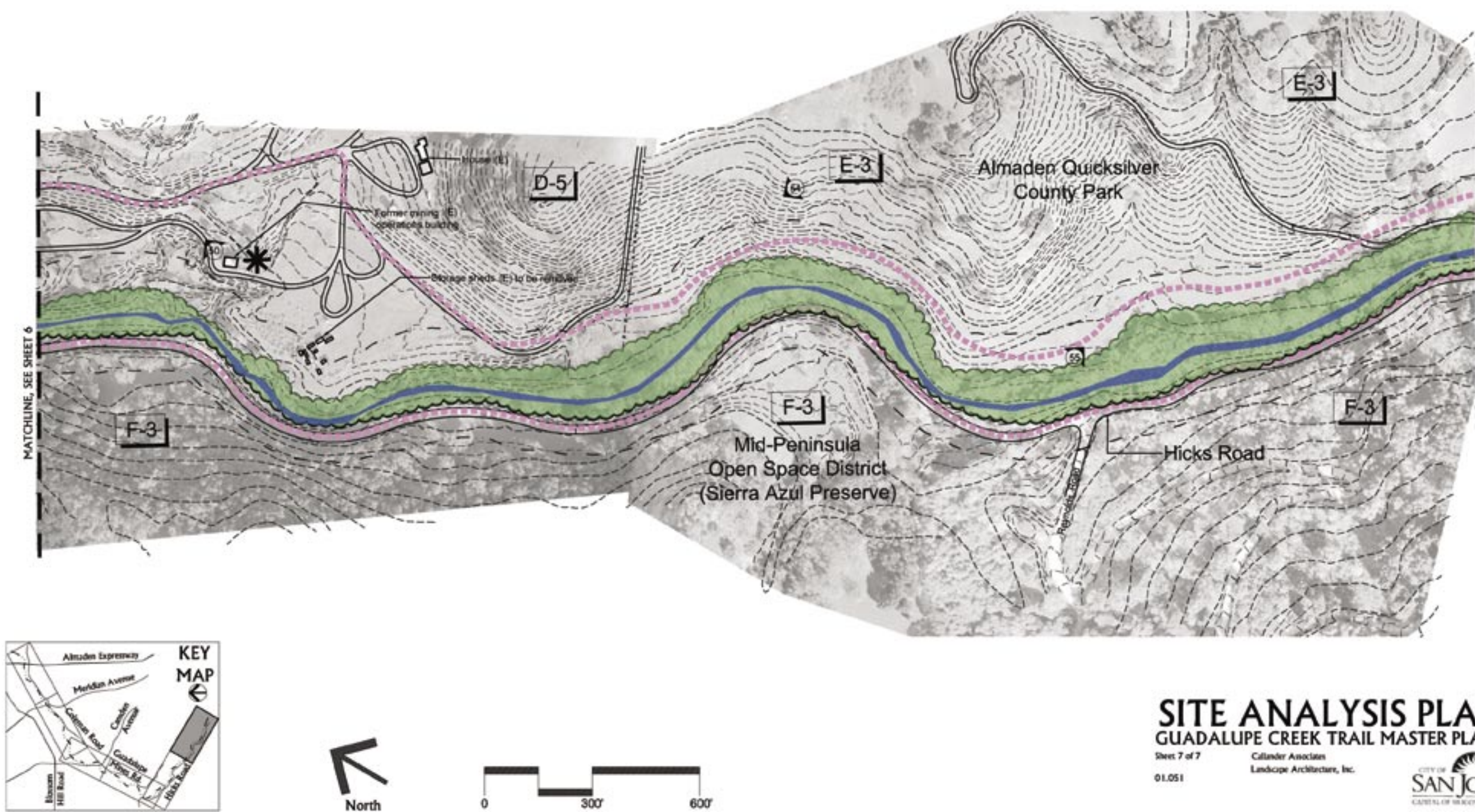


Figure 4: Site Analysis Plan



Guadalupe Creek Trail Master Plan



Under the "Singletree Alternative", the existing narrow sidewalk along Singletree Way would have to be widened.

Each public meeting cycle involved gathering input from the Technical Advisory Committee, updating the plans, and holding a community meeting to present the findings and solicit public input. The Technical Advisory Committee (TAC) consisted of representatives of affected property owners and agencies including:

- GRDCI
- PG&E
- Santa Clara Valley Water District
- Santa Clara County Parks and Recreation Department
- Santa Clara County Roads and Airport Department
- City of San Jose Parks, Recreation and Neighborhood Services
- Mid-peninsula Regional Open Space District

From the site reconnaissance and analysis phase of the project, potential trail routes were identified. The Water District maintenance roads presented a great opportunity for placement of the trail from Almaden Expressway to Masson Dam. The existing haul road on the GRDCI property was also identified as a prime location for placement of the trail. For the trail segment between Masson Dam and the intersection of Camden Avenue and Coleman Road, two alternative alignments were identified.

Conceptual plans showing the trail alignment on the existing maintenance and haul roads, and showing the two trail alignment alternatives, were presented at the first TAC meeting held April 9, 2002. The focus of the meeting was interjurisdictional issues and concerns regarding the trail route. Joint-use agreement requirements were identified and trail design preferences were provided by meeting attendees. TAC member comments were noted and incorporated into a revised conceptual drawing.

A community meeting was held on April 30, 2002. The Preliminary Master Plan which showed the "Singletree" and "Capitancillos" alignment alternatives was presented. Capitancillos residents expressed concern that the "Capitancillos" alignment did not provide great enough separation between users and homes, and requested that additional trail alignment alternatives be considered. Trailhead parking was suggested as many members of the public anticipated that the trail would attract many users.

The second TAC meeting was held on August 29, 2002 and items of discussion included trailhead parking locations, alternative trail alignment options, potential links to Mid-peninsula Regional Open Space District's (MROSD's) Sierra Azul Preserve, schedule for trail implementation on GRDCI property, and potential mitigation requirements.

Adjoining Water District and PG&E parcels fronting Singletree Way were identified as a potential location for trailhead parking. MROSD was developing a Master Plan for the Sierra Azul Preserve and had not yet identified preferred MROSD trail and parking locations. Connections to the Guadalupe Creek Trail will be made by MROSD and will be shown on the MROSD Master Plan.

A revised Master Plan was presented to the public at a second community meeting held September 24, 2002. Capitancillos residents expressed concerns that:

- the proposed "Capitancillos" alignment was still located too close to their homes,
- the proposed "Capitancillos" alignment would negatively impact neighborhood homes' values, safety, traffic, noise, and aesthetics, and
- trailhead parking on Singletree Way would not be used as it was not in a highly visible location.

Guadalupe Creek Trail Master Plan

They asked that additional alignments be explored and suggested that the trail be located on the north side of Guadalupe Creek.

Following the second public meeting, a combined effort by the City, Water District, and the project team was made to identify alternative alignments. The challenge was to address the Capitancillos neighborhood's desire for a trail on the north side of the creek while being sensitive to the needs of the Water District to retain use of its corporation yard, also located on the north side of Guadalupe Creek.

A site visit was held October 11, 2002 to review the trail alignment and additional creek crossings further upstream of Masson Dam. Water District staff agreed that creek crossings upstream of Masson Dam were acceptable. They were also amenable to locating a parking lot on the upper bench adjacent to Camden Avenue. To maintain use of the Water District's corporation yard, the trail along Camden Avenue would be located adjacent to the street.

A third TAC meeting was held November 19, 2002 to review trail and bridge location alternatives identified during the site visit. It was decided that the two creek crossing alternatives acceptable to the TAC would be shown to the public for their input.

This revised plan was taken to a third community meeting held on December 9, 2002. The Capitancillos residents preferred that the first bridge crossing occur upstream of Masson Dam, with the second creek crossing further upstream. Trailhead parking would be located off Camden Avenue. The parking at Singletree Way would be designated and signed as overflow parking.

The public approved the preliminary Master Plan showing the Creek Crossing alignment and parking locations as described in the paragraph above.

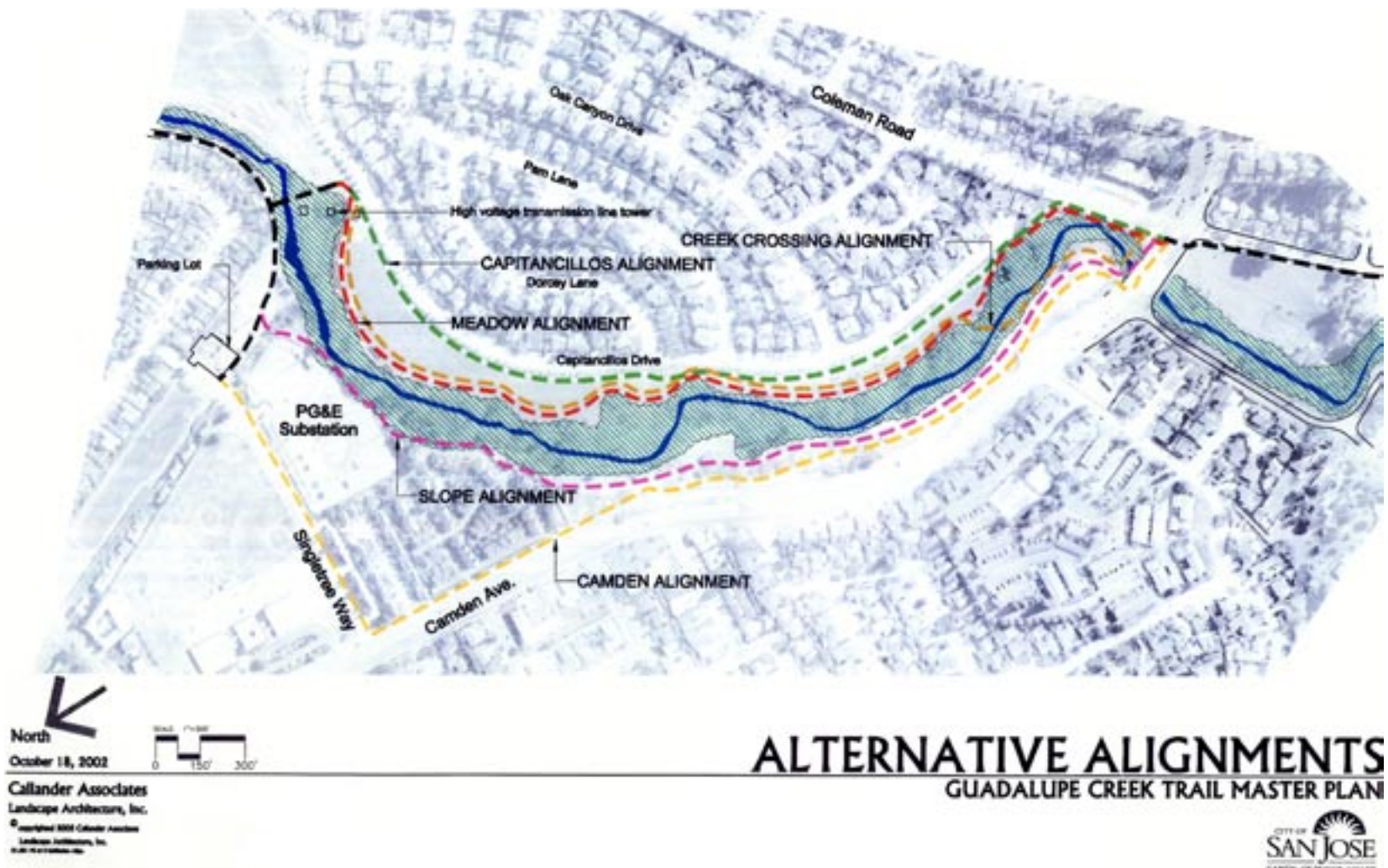


Figure 5: Alternative Alignments

Environmental Analysis and Clearance

Under the California Environmental Quality Act (CEQA), an environmental document must be prepared to analyze project impacts and to provide measures to mitigate any potential impacts to a less than significant level. An assessment is required of the project impacts on the following factors:

- aesthetics, recreation, and land use
- air quality and noise
- biological, mineral, and cultural resources
- geology and soils
- hazards and hazardous materials
- hydrology and water quality
- population, housing, utilities, and public services
- transportation and traffic

Guadalupe Creek Trail Master Plan



Potential trailhead parking location

To aid in this effort, the following environmental studies were conducted:

- biotic
- cultural resource
- hazardous materials
- hydraulic
- geotechnical
- traffic

These studies involved completing a site inventory, analyzing project impacts, and identifying mitigation measures to reduce impacts to a less than significant level. One mitigation measure specified the replacement of existing riparian vegetation impacted by the proposed improvements. A revegetation area was identified within the project limits and on land owned by the City.

The environmental studies' analyses and recommendations were incorporated into a preliminary Administrative Draft Initial Study reviewed by the City's Planning Department in December 2003. A second Administrative Draft Initial

Study was submitted to the City for review in February 2004. A Draft Initial Study was submitted to the State Clearinghouse for a 30 day public circulation period in March 2004, and a mitigated negative declaration for the project was certified by the Planning Department on May 4, 2004 (file number PP04-03-061).

Operations and Maintenance

Concerns expressed by Guadalupe Creek neighbors during the three community meetings are echoed in the 1997 trail user survey on the Iron Horse Regional Trail, which spans Alameda and Contra Costa County. The report entitled Trail Use Study found that although the majority of survey participants were highly satisfied with the trail, some felt that security, privacy and litter abatement efforts could be improved.

To ensure that the Guadalupe Creek Trail facilities are properly managed and maintained, the following features are recommended:

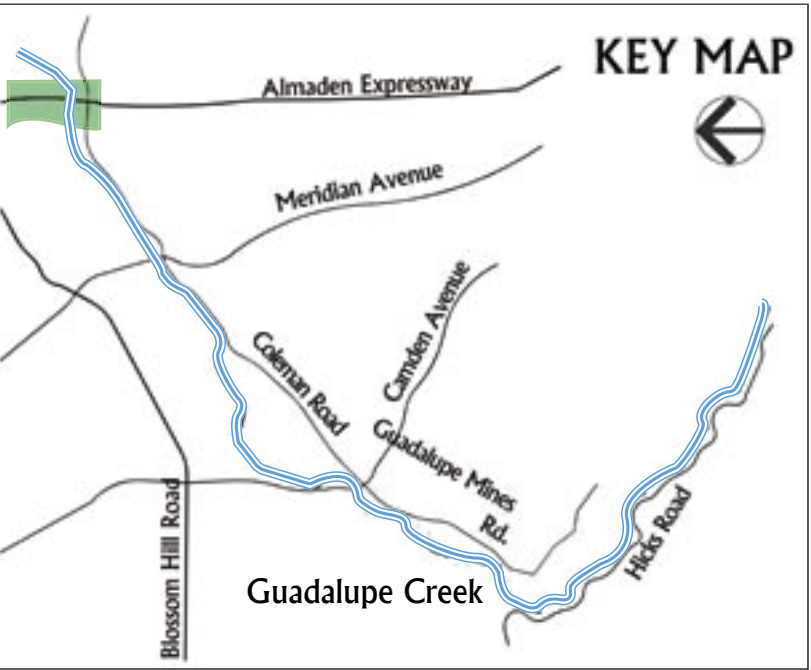
- Develop a management / maintenance plan prior to implementation of improvements to identify the various maintenance tasks and their frequency.
- Post City contact information at frequent intervals along the trail for users to report maintenance or safety problems.
- Use vandal resistant site furnishings such as trash receptacles with lockable lids and benches fabricated from graffiti-resistant materials.
- Develop programs to encourage trail maintenance volunteers in events such as "Guadalupe Creek Trail Clean-up Day" to supplement work by City crews.
- Provide "doggie bag" dispensers to encourage dog owners to clean up after their pets and require pets to be on-leash. Post dog ordinance signs to inform owners of restrictions.
- Provide trash receptacles at all seating areas and at frequent intervals to encourage trail users to clean up after themselves.

Several studies, including one completed in 1995 by the Colorado State Parks State Trails Program and another one in 1992 by Sonoma State University, have found that most homeowners living adjacent to previously undeveloped trail corridors report that trail development has improved their neighborhood. Once a trail is built, the lawful trail users in essence act as "eyes and ears" to monitor the trail corridor. To address Guadalupe Creek Trail neighbors' concerns about trail security, the following features are recommended:

- Locate emergency call boxes at frequent intervals and in accessible locations immediately adjacent to the trail.
- Post trail rules and hours of operation at all access points. Close parking areas at dusk. Limit trail use to non-motorized vehicles (with the exception of maintenance vehicles). Closure notices shall be posted several days in advance to notify the public.
- Develop and implement volunteer "Trail Ranger" program to supplement police response efforts.

Master Plan Description

The comments received from the TAC and public review process were incorporated into the planning documents. The following description incorporates the recommendations and includes an analysis of site opportunities, constraints and objectives of the planning process. The Master Plan description is separated into the specified trail segments as follows:



Segment 1: Almaden Expressway Crossing

Opportunities:

- An existing signalized intersection allows for surface street crossing.



Almaden Quicksilver County Park

Guadalupe Creek Trail Master Plan

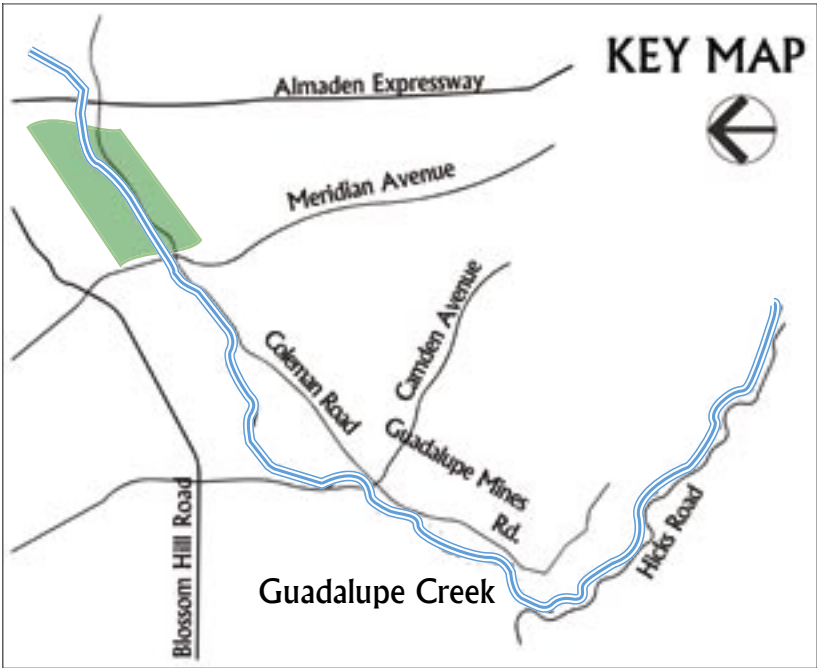
Constraints:

- Traffic on Expressway provides aesthetically and experientially unpleasant crossing.
- Existing crosswalk signal push buttons at triangular right-turn islands and curb ramps at the Expressway corners do not meet ADA standards.

Recommendations:

- Provide grade-separated pedestrian and bicycle overcrossing as an alternative to existing on-grade street crossing to allow for future linkage to the Guadalupe River Trail. (Another bridge crossing over Guadalupe Creek or Guadalupe River will be required to provide this future connection. This connection is outside the scope of this Master Plan.)

- Remove the end portion of an existing Water District building to provide space for eastern landing of overcrossing structure.
- Provide minimum 16'-9" vertical clearance above Almaden Expressway per Caltrans requirements.
- Provide a minimum 8 foot wide overcrossing to allow for two-way bicyclist traffic.
- Replace pedestrian push buttons and curb ramps at the Almaden Expressway/Coleman Road intersection's northern triangular islands with ADA-compliant push buttons and ramps.
- If the overcrossing is not to be installed, expand size of the triangular islands and refuge areas within the islands to accommodate groups of trail users and add traffic signal to right-turn lanes to protect users from intersection islands to the corner.



Segment 2: Almaden Expressway to Meridian Avenue

Opportunities:

- Existing maintenance road presents low environmental impact location for trail alignment.
- High visibility of maintenance road allows for trail usage with a minimum of safety improvements.
- Adjacent ponds and sycamore stands are scenic and percolation ponds provide opportunity as educational topic.

Constraints:

- Slopes at edges of ponds are steep.
- Pond use is prohibited.
- Existing sidewalk at Almaden Expressway is narrow and does not meet County trail standards.
- Coleman Road shoulder is too narrow and steep to allow for a trail to be installed.



Almaden Expressway, north of Coleman Road

Guadalupe Creek Trail Master Plan

- Potential conflict between trail users and Water District’s daily inspections and operations in vehicles.
- A potential trail alignment is constrained by recent mitigation plantings.
- Backyard fencing adjacent to maintenance road limits opportunities for buffer plantings.

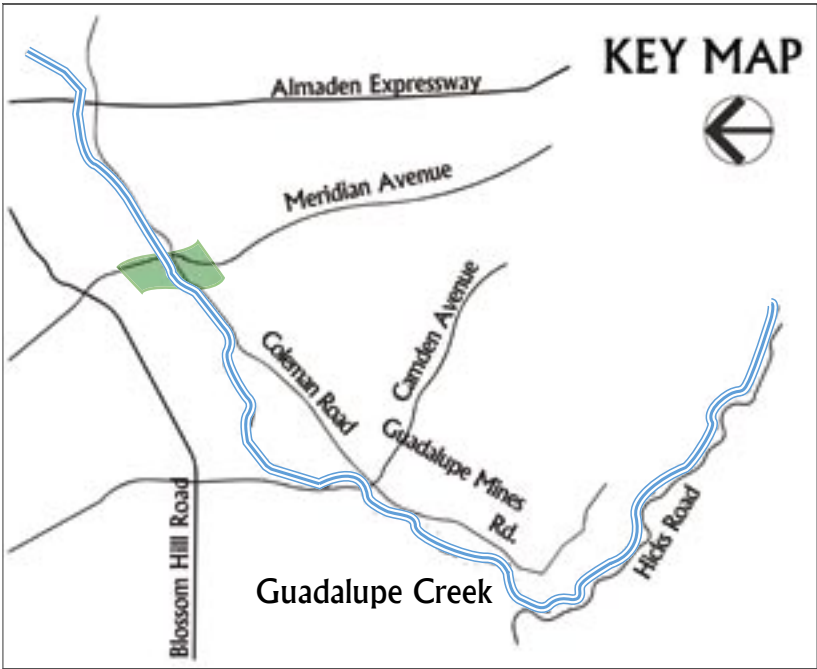
Recommendations:

- Retain existing Almaden Expressway sidewalk for use by pedestrians and bicyclists who have dismounted.
- Provide a 12 foot wide paved trail with 2 foot wide aggregate base rock shoulders on levee meeting County trail standards.
- Place trail alignment on Water District levee to minimize impact to creek corridor and mitigation planting, and to provide strong sight lines from Coleman Road for surveillance. Alignment will be offset to one side of levee where feasible to minimize conflicts with Water District operations.
- Provide regulatory signage at trail access points.
- Provide benches at selected viewing locations of percolation pond and Guadalupe Creek.



Treeless stretch of the existing Water District maintenance road

- Provide interpretive signage by percolation ponds. Topics could include hydrologic cycle and mitigation planting. Signage design, location and content to be coordinated with the Water District’s Community Relations Unit.



Segment 3: Meridian Avenue Crossing

Opportunities:

- Adequate existing clearance and width underneath bridge for trail undercrossing.
- Existing signalized intersection allows for surface street crossing.

Constraints:

- Existing sidewalk at Meridian Avenue is narrow and does not meet County trail standards.

- Potential trail alignment is constrained by recent mitigation plantings.
- Undercrossing will flood during major storm events.
- Existing crosswalk push buttons and curb ramps are not ADA accessible.
- Signalized crossing at Meridian is offset from trail alignment.
- Undercrossing is dark past dusk.

Recommendations:

- Provide undercrossing for best and most unobstructed trail experience and to reduce potential pedestrian – vehicular conflicts.
- Provide signage indicating that use of undercrossing is prohibited during flood events.
- Provide minimum 8 foot clearance from road bridge soffit per County guidelines.
- Design ramps along undercrossing to allow for universal access.
- Retain existing sidewalk for bicyclists who have dismounted and for pedestrians to use as an alternative route during flood events.
- Provide signage indicating alternate route.
- Extend the existing raised center median island, approximately 120’ north along Meridian Avenue and provide barrier fence to discourage mid-block crossing of Meridian Avenue.
- Replace pedestrian push buttons and curb ramps at the Meridian Avenue/Coleman Road intersection with ADA-compliant push buttons and ramps.
- Provide bulb-out at northwest corner of intersection to provide trail users with a shorter crossing and increased visibility if bicycle lanes are not planned for Meridian Avenue north of Coleman Road.
- Provide low-level, full cut-off, overhead lighting beneath undercrossing.

Guadalupe Creek Trail Master Plan



Segment 4: Meridian Avenue to Masson Dam

Opportunities:

- Existing maintenance road simplifies trail implementation with minimal environmental impact.
- High visibility of maintenance road allows for surveillance of trail.
- Adjacent ponds and sycamore stands are scenic.
- Percolation ponds provide opportunity as an educational topic.

Constraints:

- Slopes at pond edges are steep.
- Pond use is prohibited.
- Potential trail alignment is constrained by recent mitigation plantings.
- Potential conflict between trail users and Water District’s daily inspections and operations in vehicles.

- Backyard fencing adjacent to maintenance road limits opportunities for buffer plantings.

Recommendations:

- Provide a 12 foot wide paved trail with 2 foot wide aggregate base rock shoulders on levee meeting County trail standards.
- Align trail on existing Water District levee to minimize impact to creek corridor and provide clear sight lines from Coleman Road for surveillance. Alignment will be offset to one side of levee where feasible to minimize conflicts with Water District operations.
- Provide benches and locate them to take advantage of percolation pond and Guadalupe Creek views.
- Provide interpretive signage by Masson Dam. Signage design, location and content to be coordinated with the Water District’s Community Relations Unit.



Existing median island along Meridian Avenue to be extended



Segment 5: Masson Dam to Singletree Way

Opportunities:

- Existing vacant parcels provide an opportunity to provide trail parking.

Constraints:

- Backyards directly abut parcels.
- Some parcels belong to PG&E and require review by the California Public Utilities Commission.
- PG&E transmission towers are located in the same vicinity.
- Potential conflict between trail users and Water District’s daily inspections and operations in vehicles.

Recommendations:

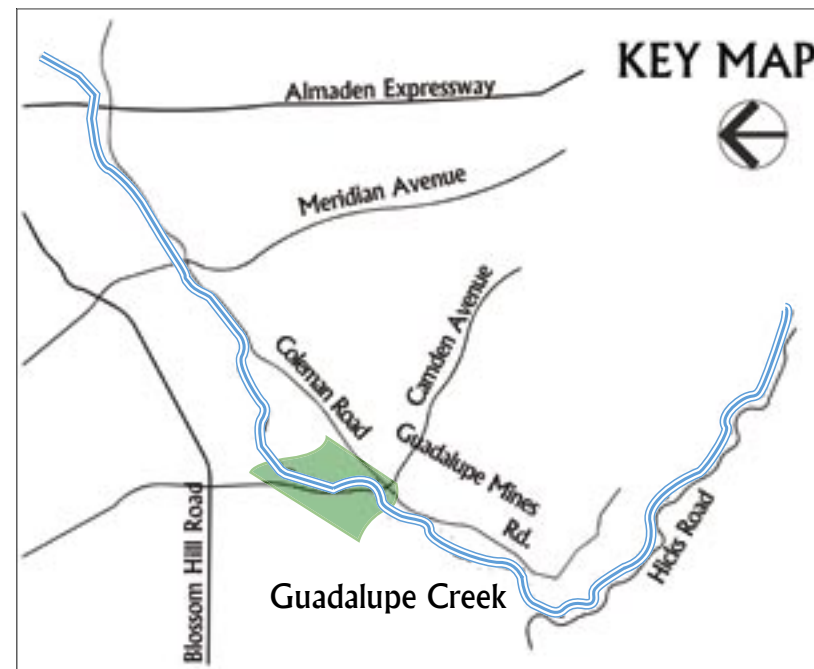
- Provide bollards along trail edge to minimize vehicular and pedestrian conflicts in parking lot.

Guadalupe Creek Trail Master Plan

- Provide lighting at parking lot. Lighting to be 18' high max. poles with low-level, full cut-off, overhead fixtures.
- Design parking lot to span a single Water District and a single PG&E parcel to minimize impact to those two agencies while providing for an adequately sized parking area.
- Provide a landscaped area between parking lot and adjacent residential homes to physically and spatially buffer residences from parking and trail.
- Provide a minimum of 25 feet of horizontal clearance between PG&E transmission towers and trail improvements.
- Provide driveway at trail terminus for direct Water District access to trail from Singletree Way.
- Use native plants grown from propagules originating from the Guadalupe watershed to preserve the genetic purity of the watershed.
- Provide anti-climbing guards on PG&E transmission towers.



Masson Dam



Segment 6: Masson Dam to Camden Avenue / Coleman Road

Opportunities:

- The vacant, flat portion of the Water District parcel adjacent to Camden Avenue provides a high visibility trailhead parking opportunity.
- The lush riparian vegetation gives trail users opportunities to be in close proximity to the creek corridor.

Constraints:

- The steep slopes on the north side of Guadalupe Creek behind the PG&E substation prevent any potential trail to be located there.
- Dense riparian vegetation impairs surveillance.

- The mature stands of riparian trees limit potential trail alignment and bridge locations.
- The open meadow adjacent to Capitancillos Drive is a flood plain and will flood during major storm events.
- The steep slope between the lower and upper creek bench along Camden Avenue requires extensive grading prior to installation of a trail.
- Heavy traffic on Camden Avenue is noisy and diminishes trail user experience.

Recommendations:

- Provide a bridge across Guadalupe Creek near the PG&E substation. Provide a second bridge crossing across Guadalupe Creek near Dorsey Lane to minimize length of trail frontage along Capitancillos Drive residences.
- Locate bridge to minimize impacts on riparian vegetation, cut / fill of floodplain, and Capitancillos Drive residences.
- Align bridge at less than 90 degree angle to creek flow to reduce risk of impeding major flood flows and to minimize scouring of bridge abutments.
- Provide a minimum 8 foot wide bridge to allow for two-way bicyclist traffic.
- Provide a minimum 10 foot wide paved trail with 2 foot wide aggregate base rock shoulders meeting County trail standards.
- Place bridge approach ramps on fill to minimize construction costs and to eliminate the need for safety railing which may catch debris during flood events.
- Design approach ramp to allow for universal access.
- Provide minimum one foot of clearance between anticipated 100 year flood elevation and bridge soffit.
- Align trail adjacent and parallel to vegetation edge to provide for greater buffer between trail and residential homes along Capitancillos Drive.
- Align trail a minimum of 10 feet away from riparian corridor.

Guadalupe Creek Trail Master Plan



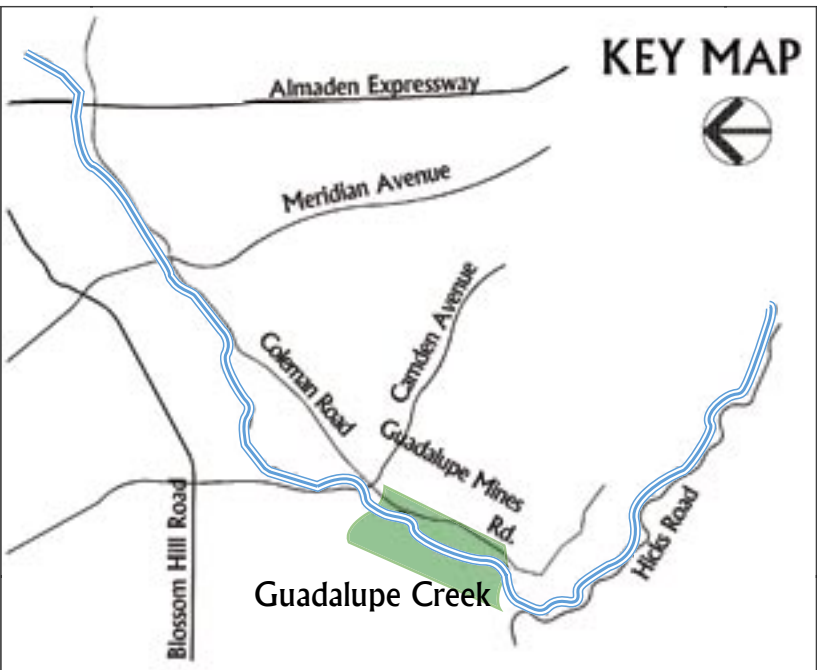
Existing Camden Avenue road bridge sidewalk

- Provide parking lot area off of Camden Avenue to take advantage of flat, undeveloped, accessible land.
- Align parking area entrance / exit driveways with Canna Lane and Clematis Drive to minimize traffic conflicts.
- Provide lighting at parking lot. Lighting to be 18’ high max. poles with low level, full cut-off, overhead fixtures.
- Provide a buffer planting of street trees and shrubs to separate trail and roadway.
- Locate trail along Camden Avenue sidewalk to minimize impact on Water District corporation yard.

- Widen existing Camden Avenue bridge sidewalk to 12 feet to meet County trail standards. Extend shoulder lane striping provided just to the north of the bridge.
- Replace pedestrian crosswalk push buttons and curb ramps at the Coleman Road / Camden Avenue intersection with ADA-compliant push buttons and ramps.
- Expand size of refuge areas within islands to accommodate more users and add traffic signal to right-turn lanes to protect users from intersection islands to the corner.



Trails are becoming a more popular and feasible alternatives to traditional vehicular transport.



Segment 7: Guadalupe Mines Road

Opportunities:

- Guadalupe Mines Road ends in a cul-de-sac and receives relatively light residential traffic.

Constraints:

- Garbage haul trucks use Guadalupe Mines Road to access the Guadalupe Landfill and there is significant weekday truck traffic.
- The right of way is too narrow and too densely covered with mature trees to allow for the construction of a detached trail.

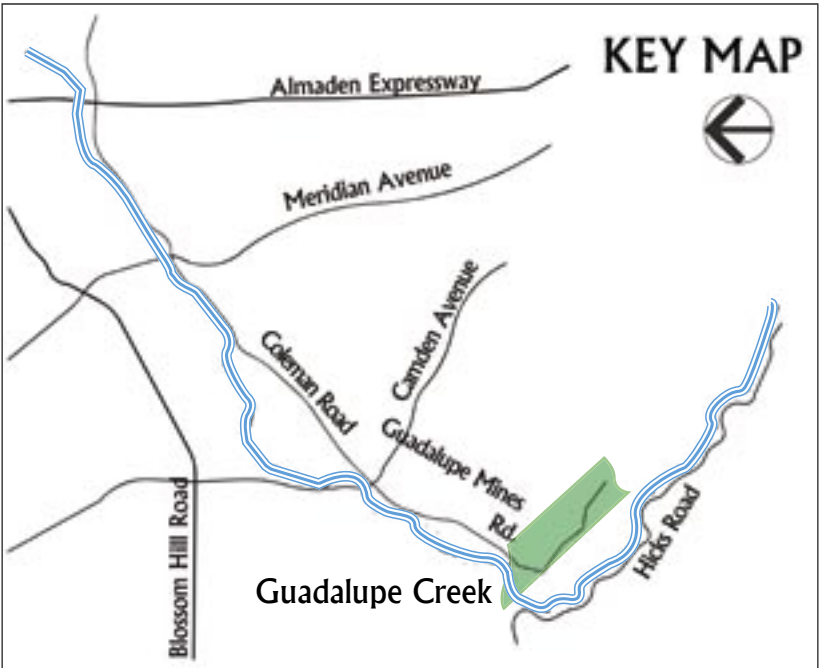
Guadalupe Creek Trail Master Plan

Recommendations:

- Stripe parallel parking stalls on the east side of the road between Camden Avenue and Puerto Vallarta Drive.
- Provide signage prohibiting on-street parking along all other sections of the road.
- Utilize the existing sidewalk as a pedestrian trail and stripe Caltrans Class II bike lanes along both sides of the road for bicyclists.



Existing haul road



Segment 8: Landfill Haul Road

Opportunities:

- The hillside and riparian corridor is scenic.
- The existing haul road could be used as a low environmental impact trail alignment. There exists an opportunity to expand equestrian trail facilities.

- The existing Guadalupe / Calero Trail in Quicksilver County Park allows for use by equestrians. Equestrian use could be extended through the landfill site.

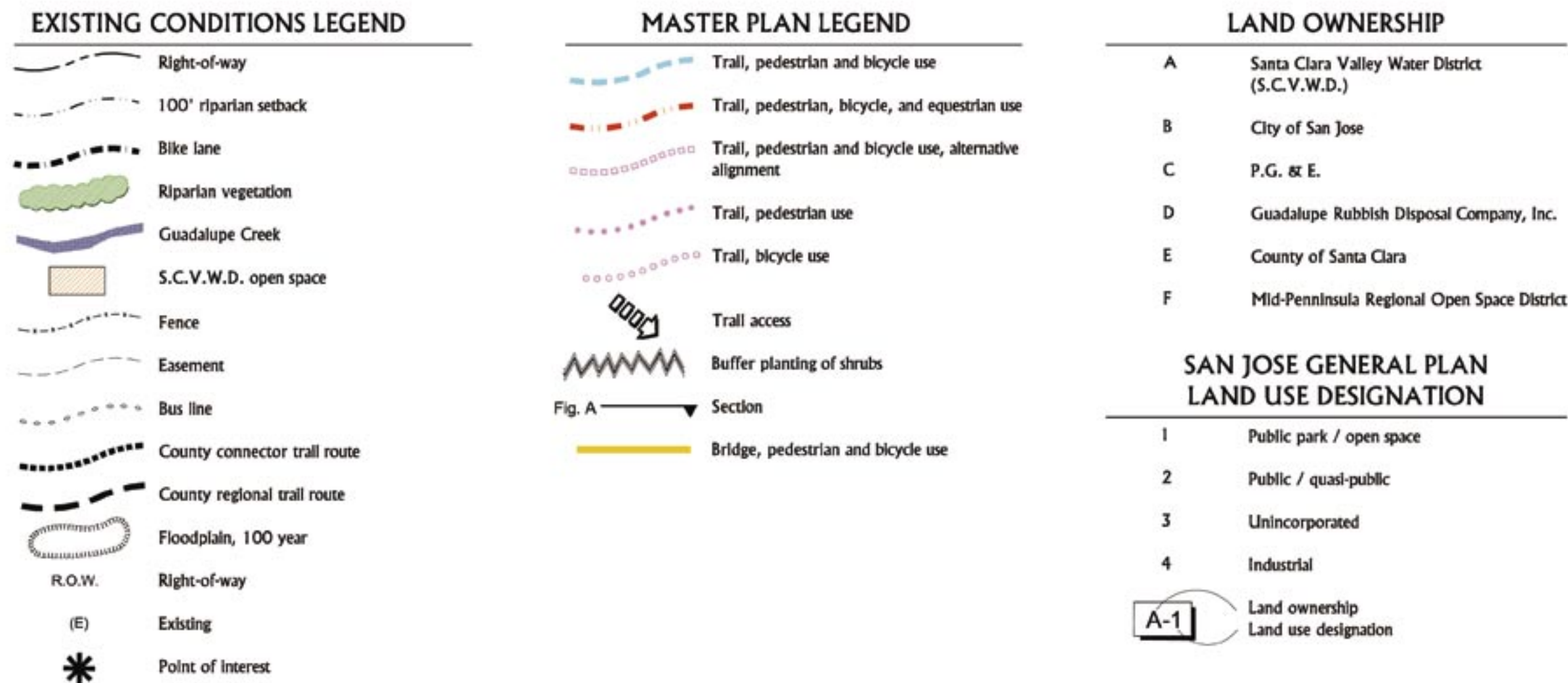
Constraints:

- A narrow existing road width which limits the potential trail improvements.
- Steep side slopes will require extensive grading.
- Potential equestrian-vehicular conflicts associated with horses crossing Camden Avenue make it appropriate to terminate equestrian access at the haul road gate.

Recommendations:

- Provide a 12 foot wide paved trail with 2 foot wide aggregate base rock shoulder and 5 foot wide aggregate base rock shoulder to meet County trail standards.
- Align trail a minimum 10 feet away from riparian corridor where feasible.
- Align trail to minimize grading.
- Where necessary to maintain trail widths, cut into uphill slope to minimize environmental impacts to riparian corridor associated with downslope filling.
- Place 5 foot wide shoulder on uphill side of path to more easily provide vertical clearance for equestrians without extensive tree pruning.
- Provide signage where the existing landfill gate is located to indicate end of equestrian trail.

Guadalupe Creek Trail Master Plan



MASTER PLAN LEGEND

Trail, pedestrian and bicycle use

Trail, pedestrian, bicycle, and equestrian use

Trail, pedestrian and bicycle use, alternative alignment

Trail, pedestrian use

Trail, bicycle use

Trail access

Buffer planting of shrubs

Section

Bridge, pedestrian and bicycle use

LAND OWNERSHIP

A

Santa Clara Valley Water District (S.C.V.W.D.)

B

City of San Jose

C

P.G. & E.

D

Guadalupe Rubbish Disposal Company, Inc.

E

County of Santa Clara

F

Mid-Penninsula Regional Open Space District

SAN JOSE GENERAL PLAN LAND USE DESIGNATION

1

Public park / open space

2

Public / quasi-public

3

Unincorporated

4

Industrial

A-1

Land ownership
Land use designation

Figure 6: Master Plan

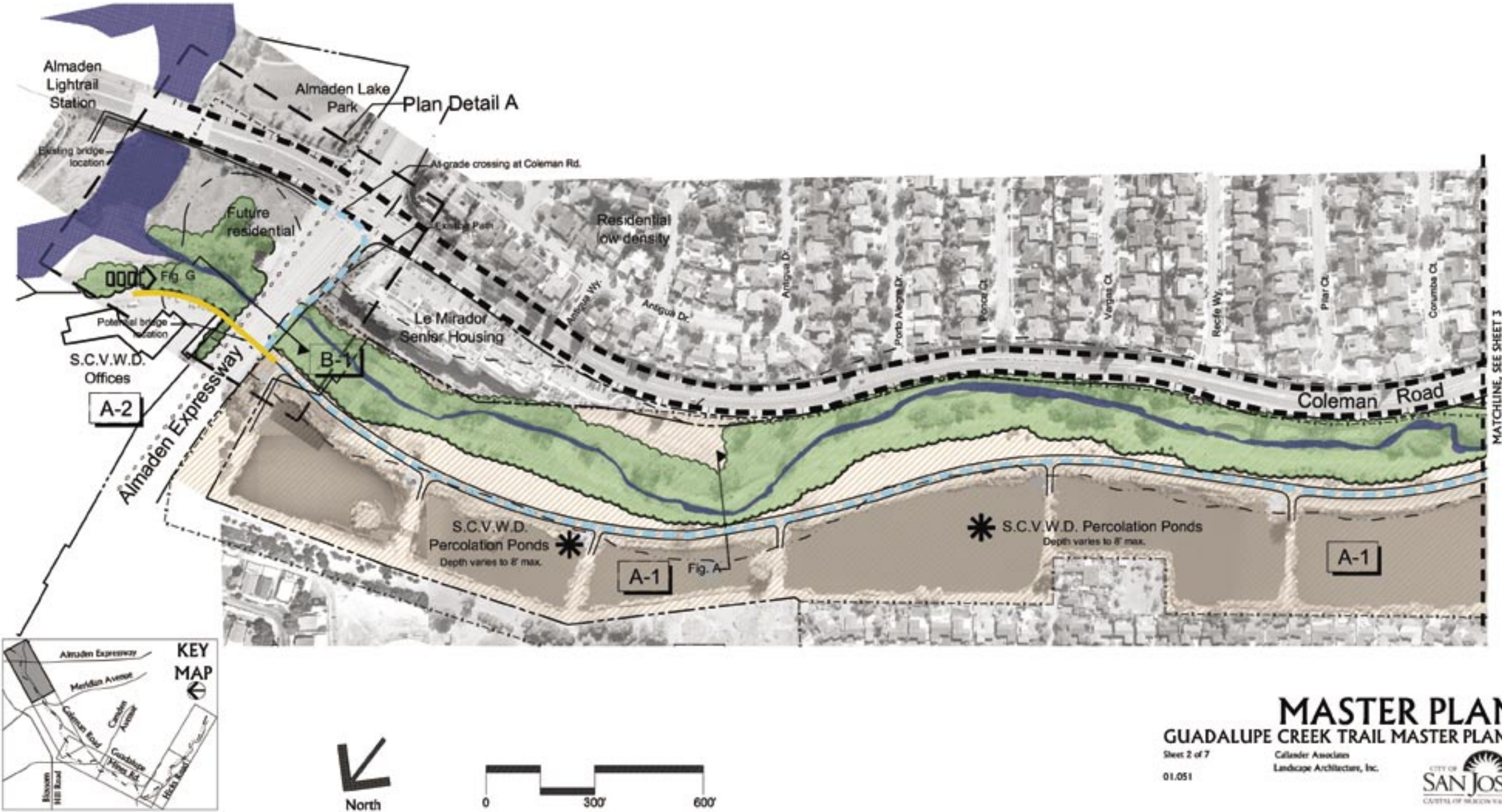


Figure 6: Master Plan

Guadalupe Creek Trail Master Plan



Figure 6: Master Plan

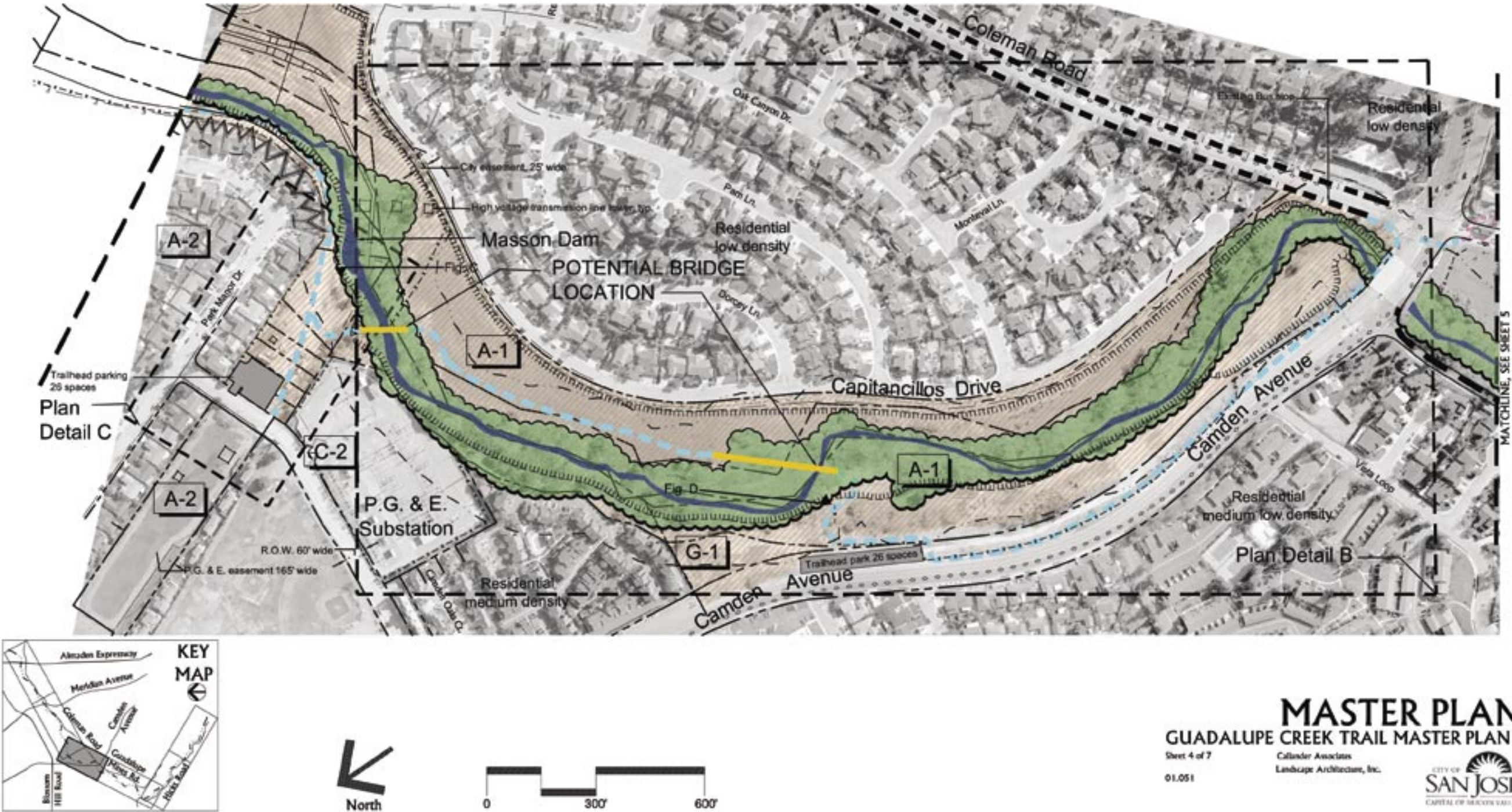


Figure 6: Master Plan

Guadalupe Creek Trail Master Plan

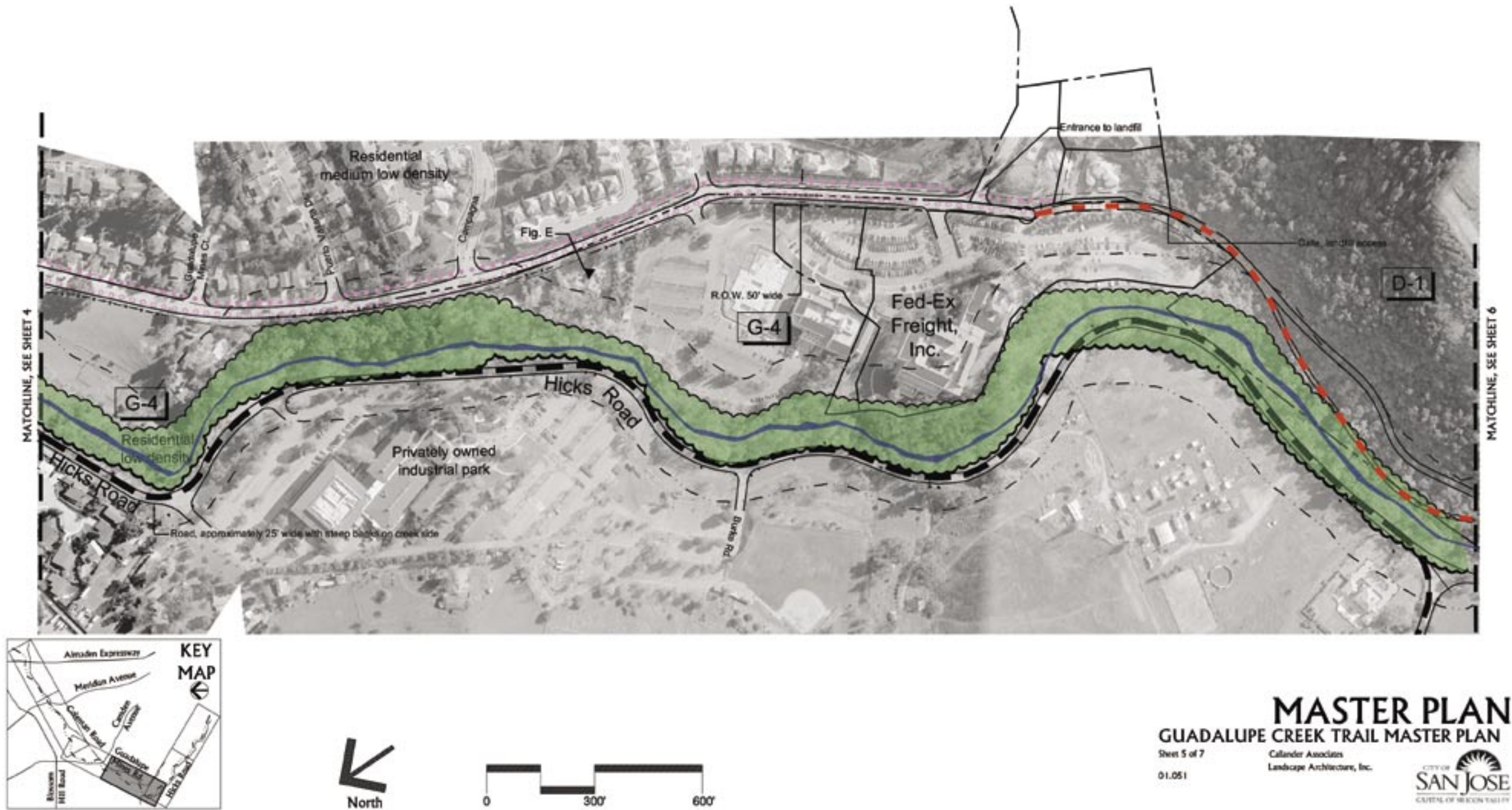


Figure 6: Master Plan

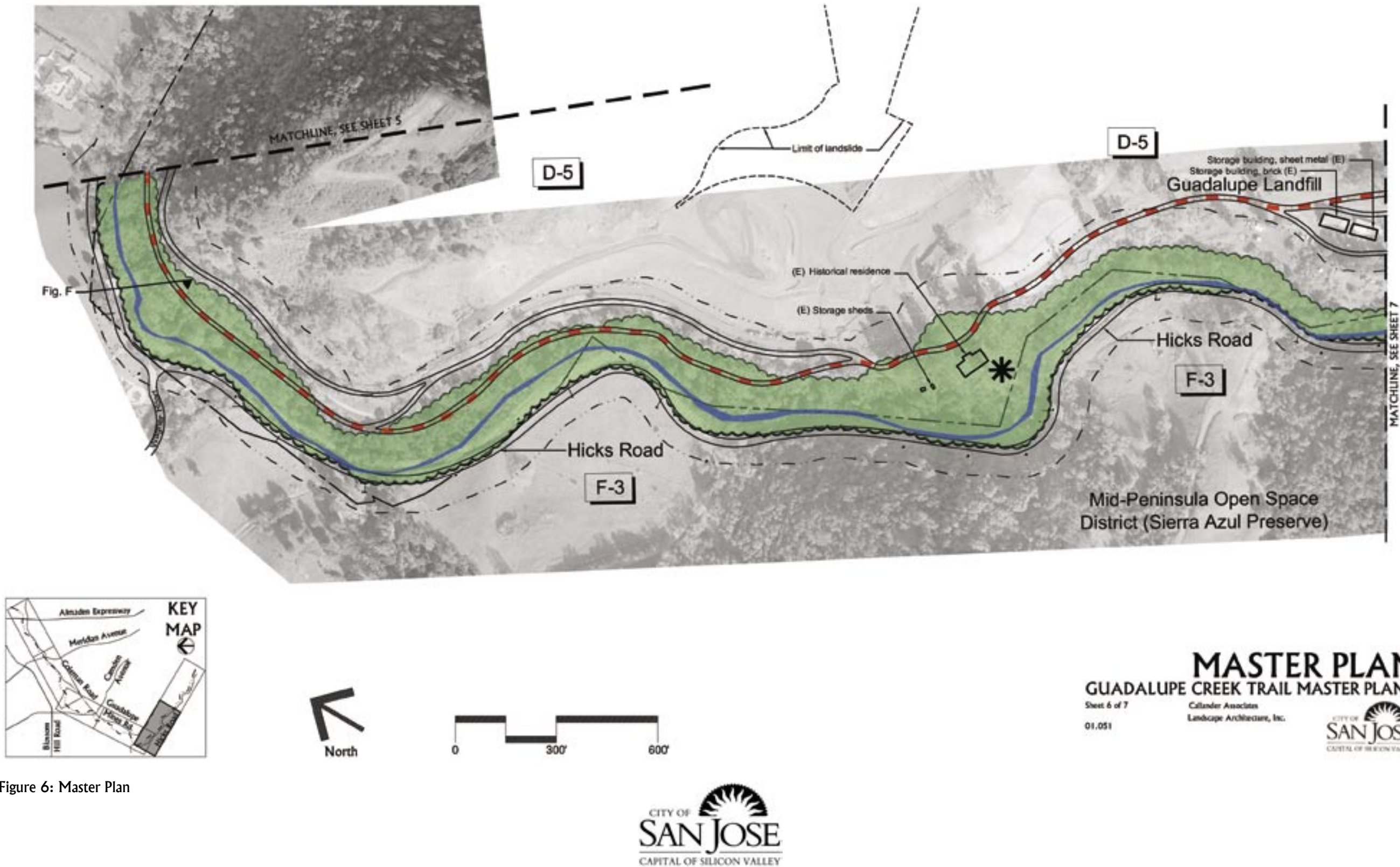


Figure 6: Master Plan

Guadalupe Creek Trail Master Plan

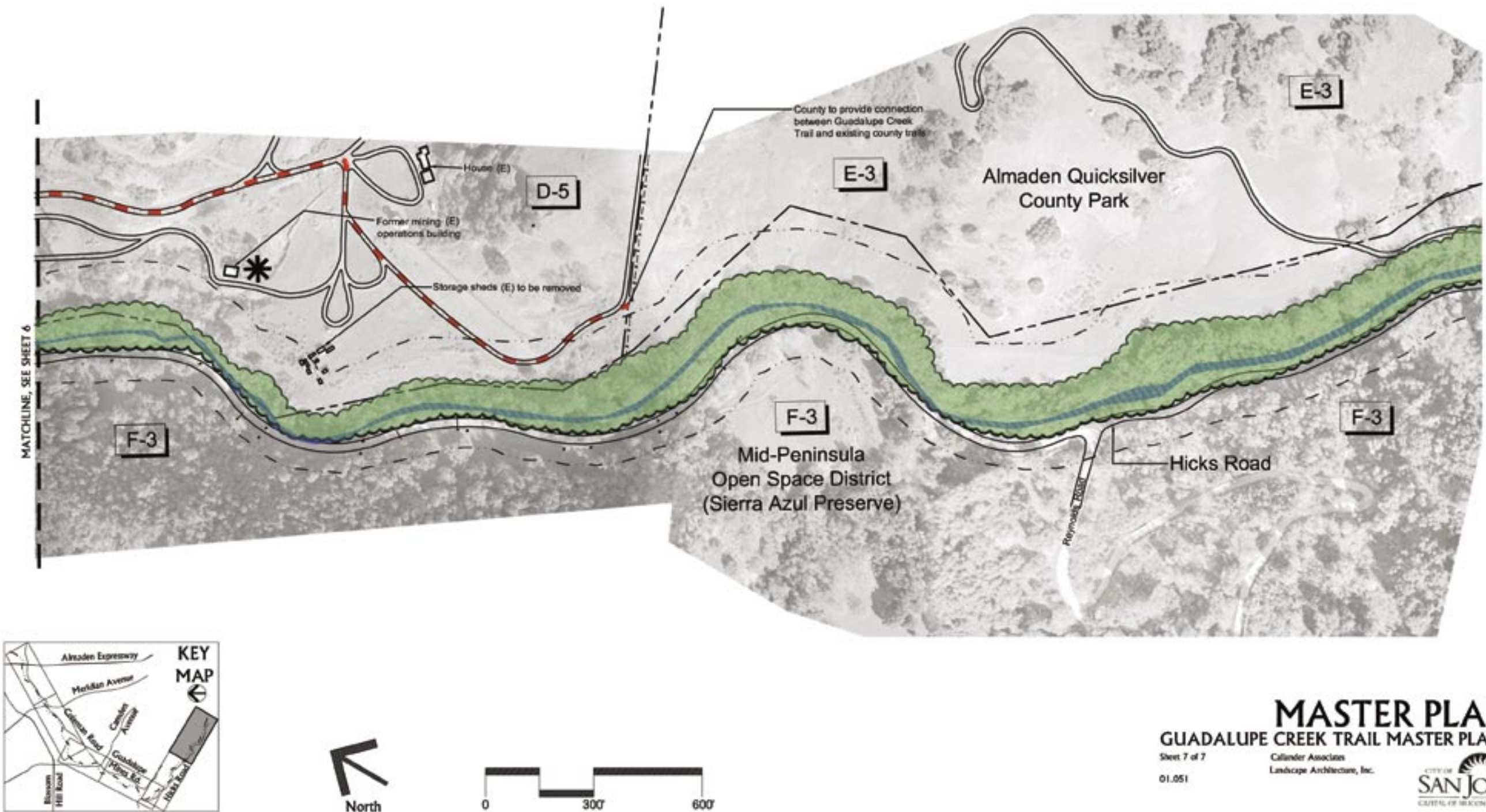
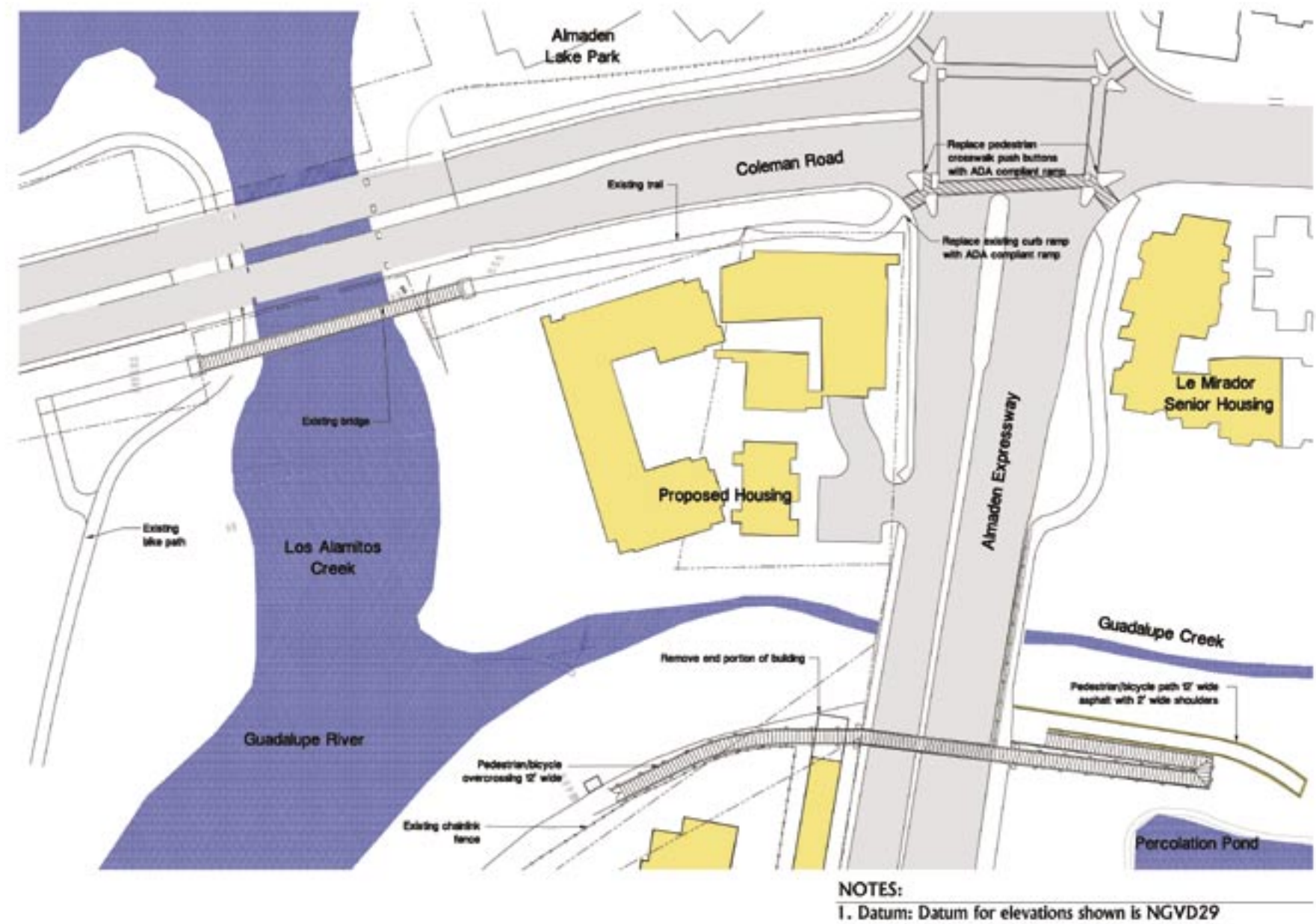


Figure 6: Master Plan



ALMADEN PEDESTRIAN BRIDGE

Callander Associates
Landscape Architecture, Inc.
800.800.8000

PLAN DETAIL A
GUADALUPE CREEK TRAIL MASTER PLAN



Figure 7: Plan Details

Guadalupe Creek Trail Master Plan



OVERFLOW PARKING

Callander Associates
Landscape Architecture, Inc.
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PLAN DETAIL B

GUADALUPE CREEK TRAIL MASTER PLAN



Figure 7: Plan Details



BRIDGES

MASSON DAM TO CAMDEN AVENUE

Callander Associates
Landscape Architects, Inc.



PLAN DETAIL C

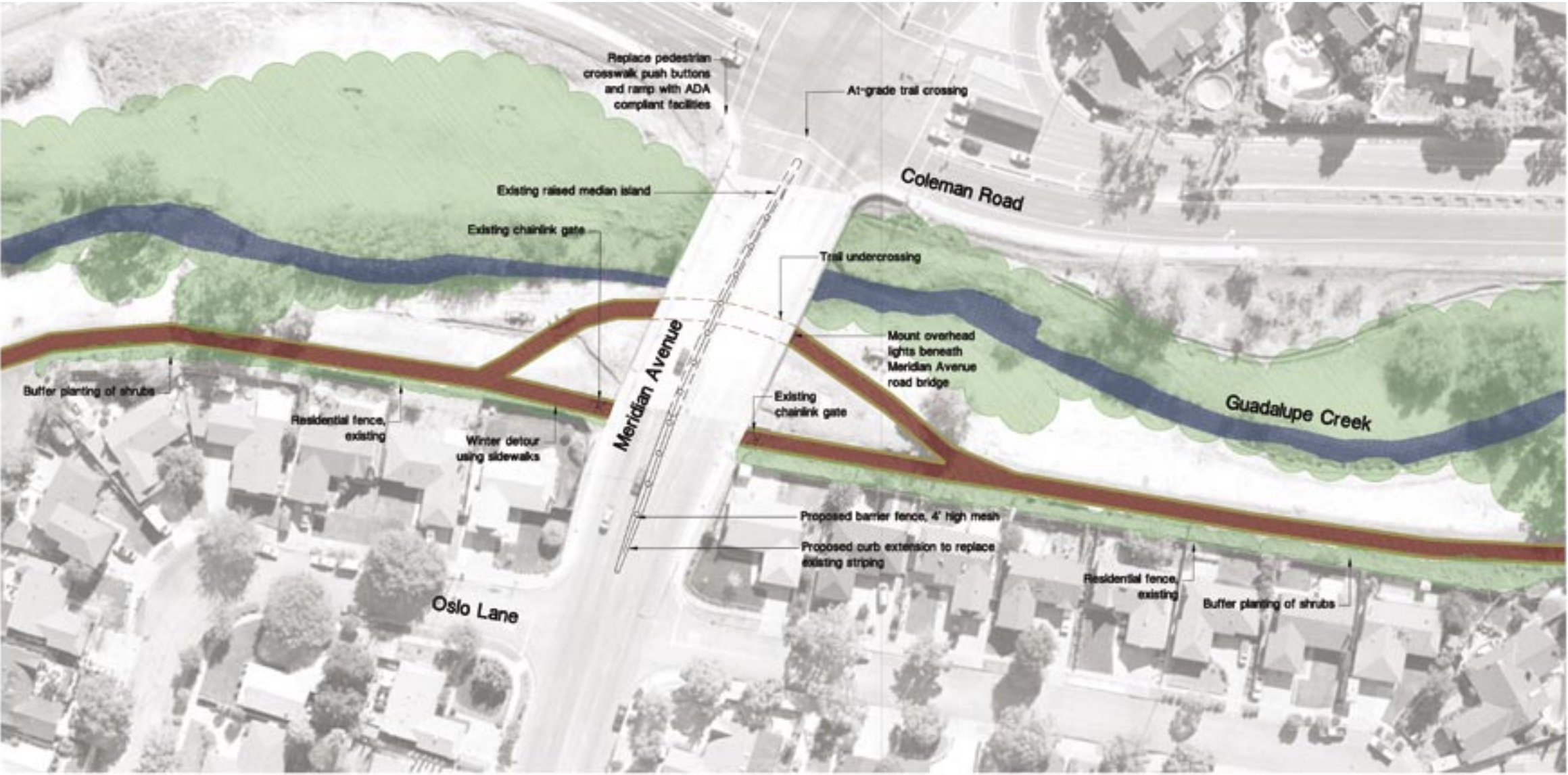
GUADALUPE CREEK TRAIL MASTER PLAN



Figure 7: Plan Details

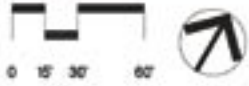


Guadalupe Creek Trail Master Plan



WINTER DETOUR
MERIDIAN AVENUE UNDERCROSSING

 Callander Associates
Landscape Architecture, Inc.
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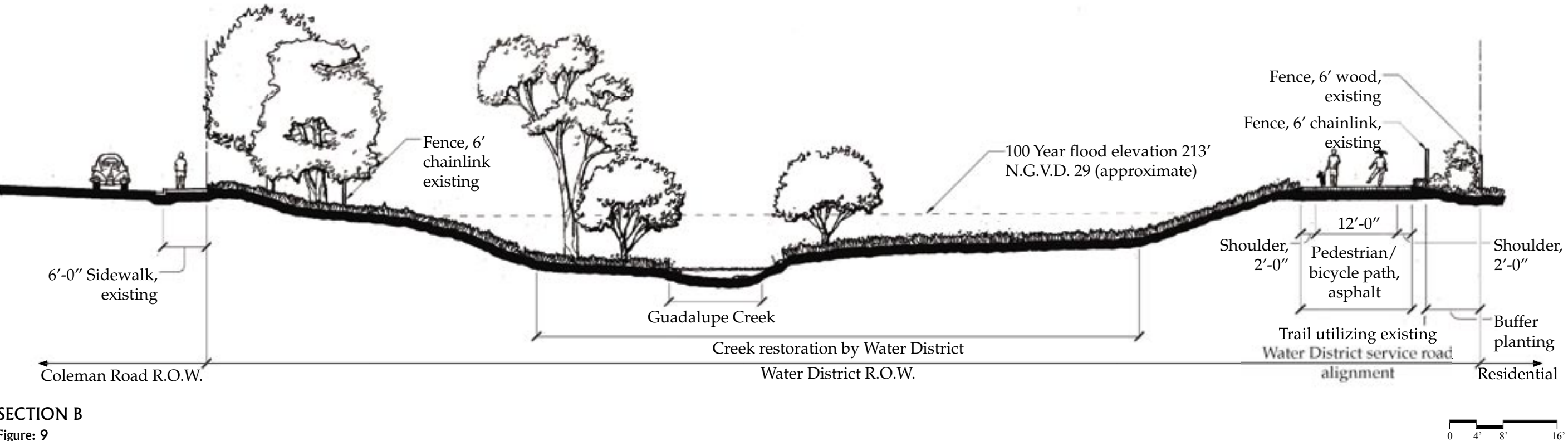
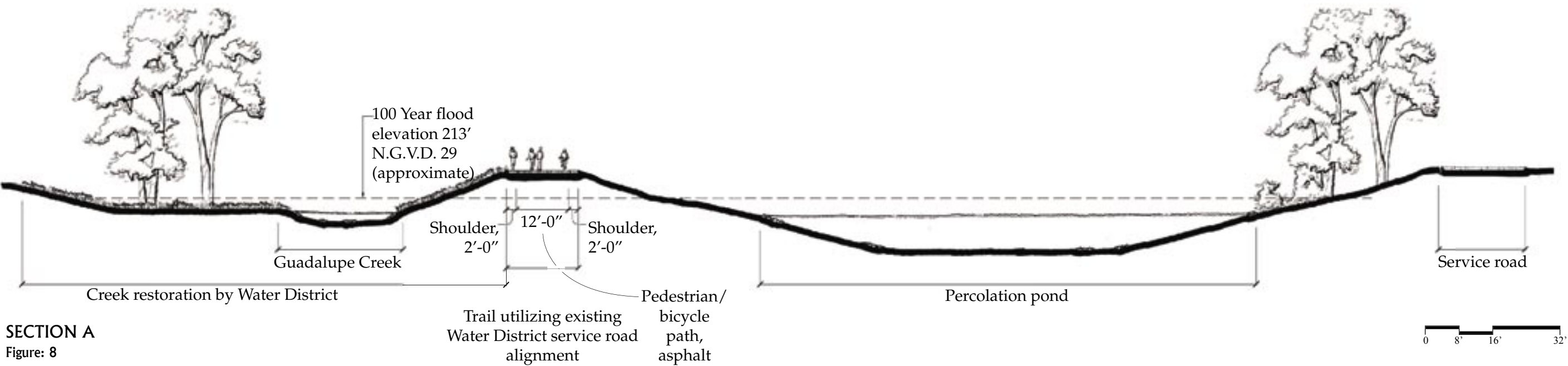
PLAN DETAIL D
GUADALUPE CREEK TRAIL MASTER PLAN



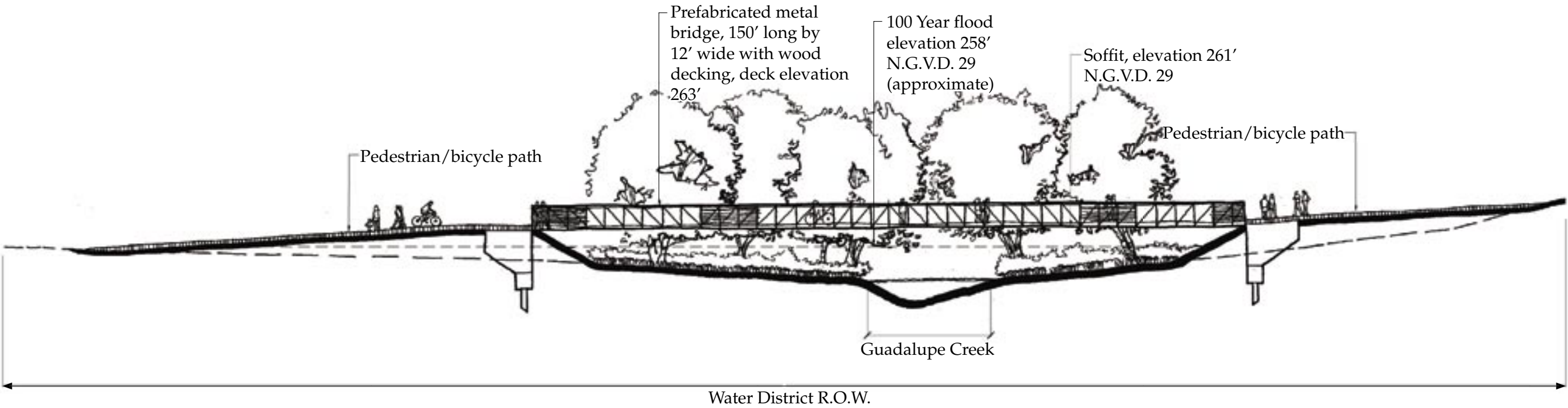
Figure 7: Plan Details



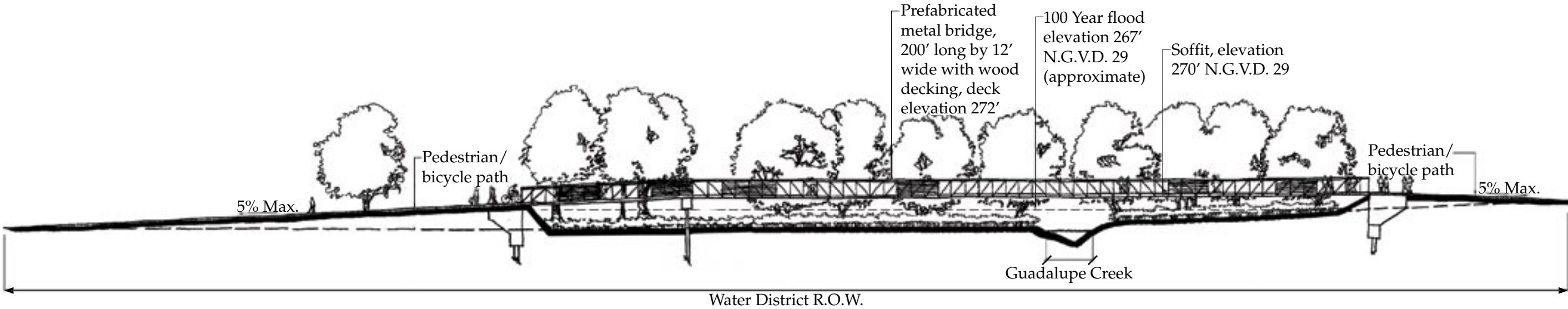
Guadalupe Creek Trail Master Plan



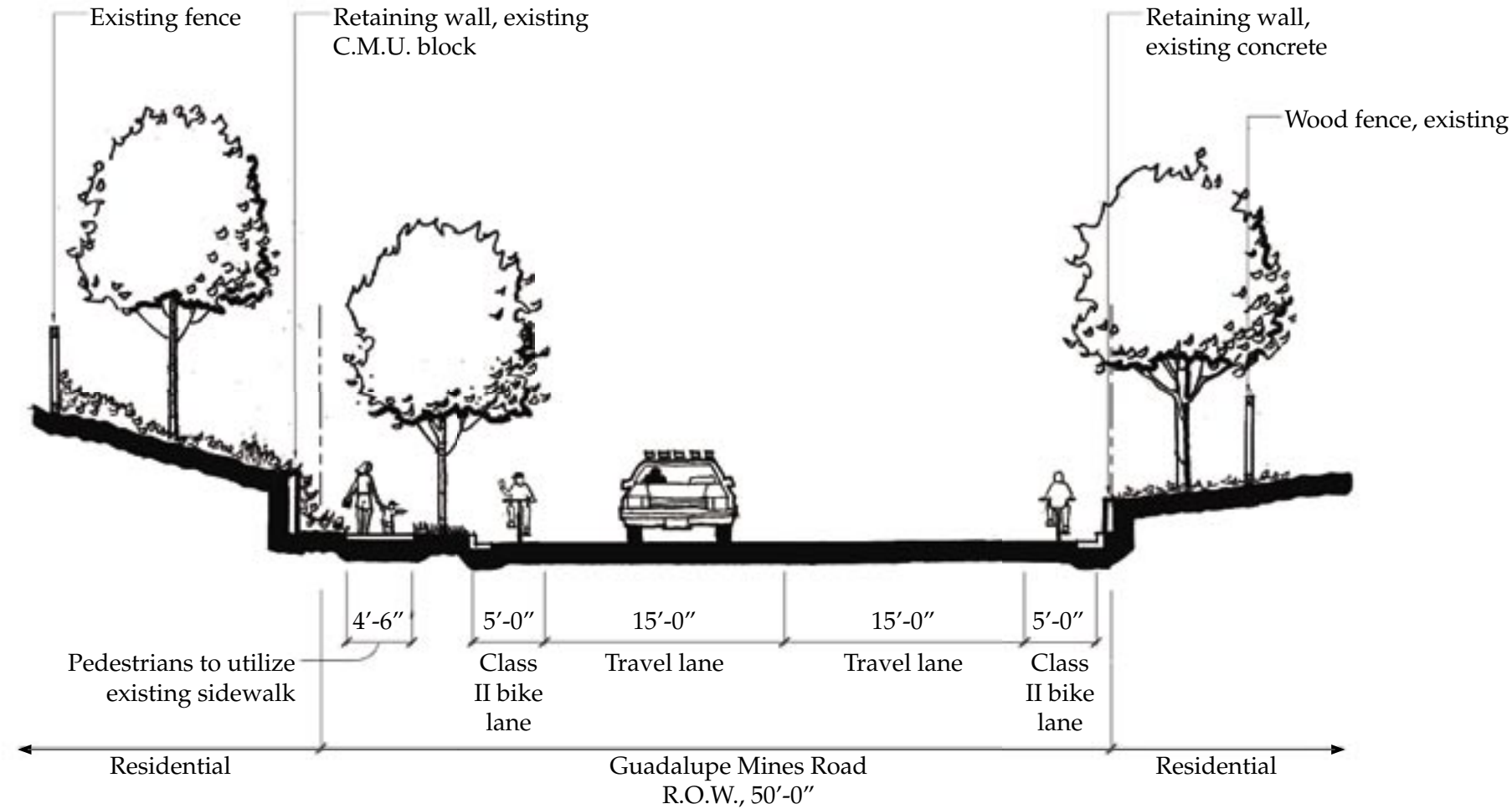
Guadalupe Creek Trail Master Plan



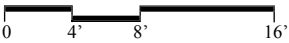
SECTION C
Figure: 10



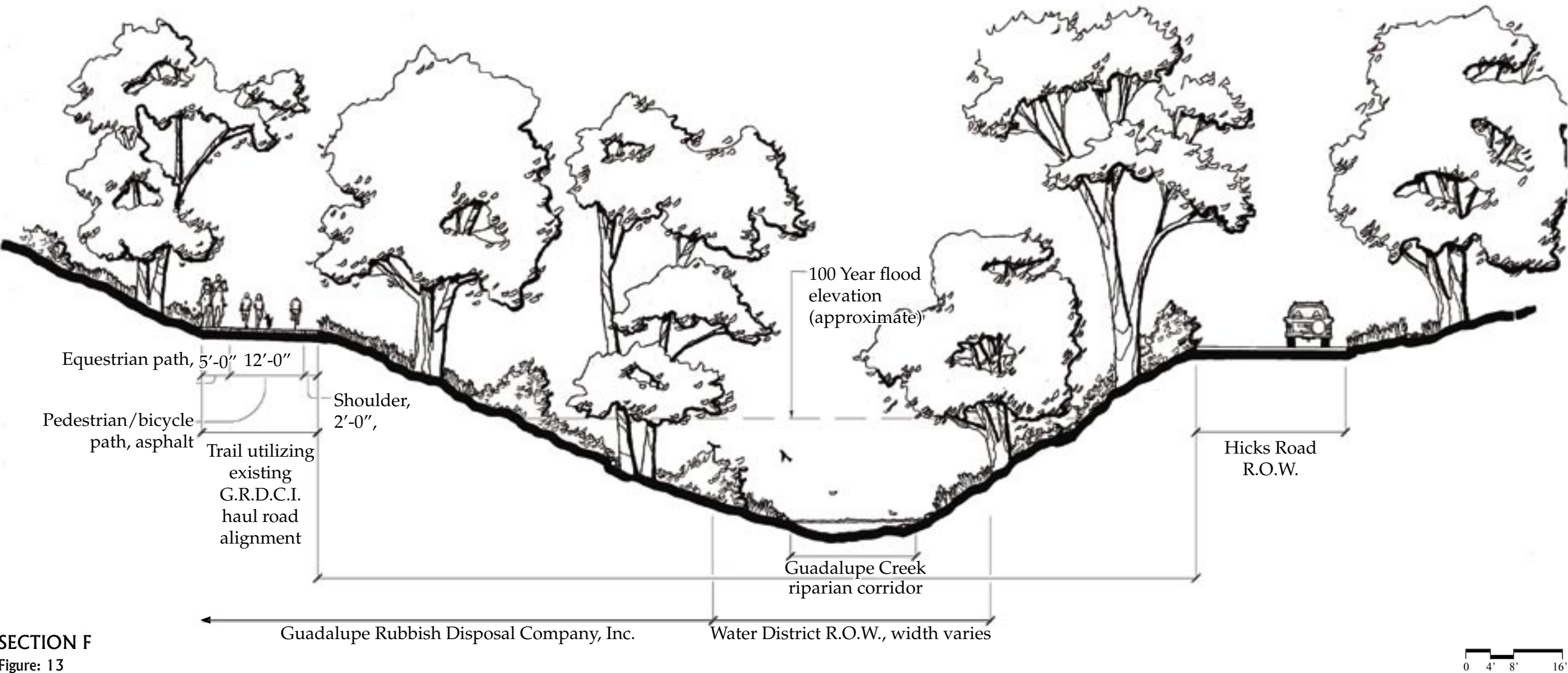
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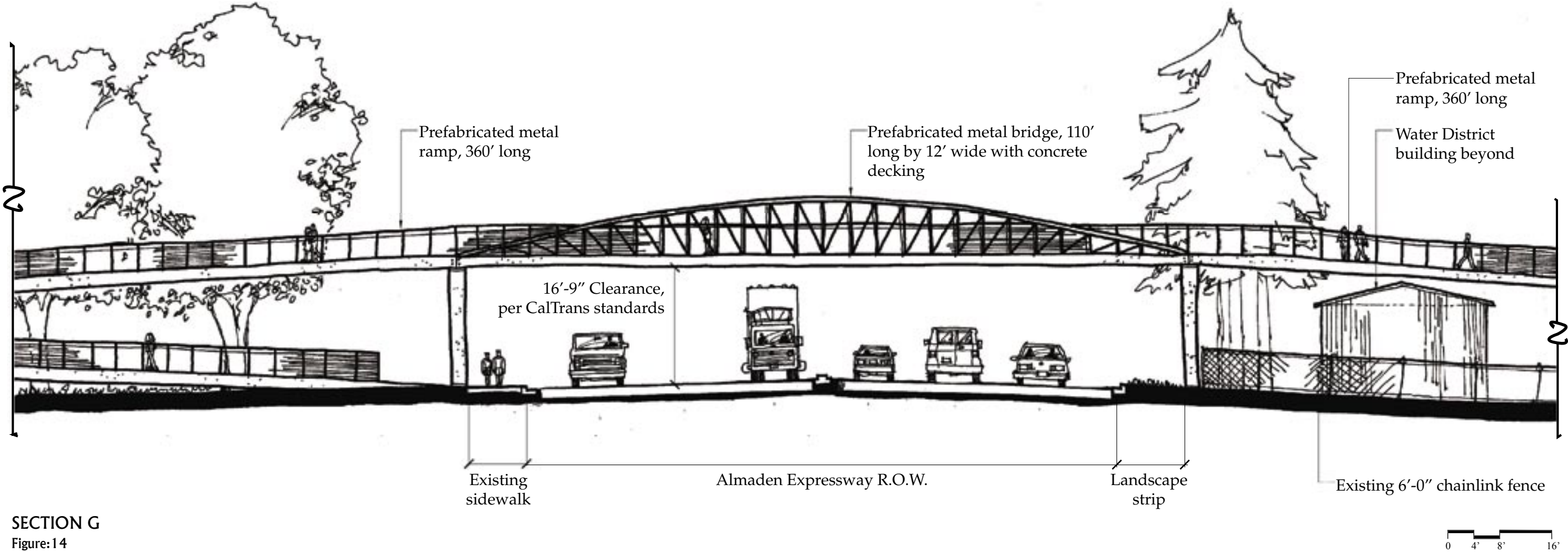


SECTION E
Figure: 12



Guadalupe Creek Trail Master Plan





SECTION G
Figure: 14

Cost Estimate

A summary of the estimated probable cost of construction for the entire master plan project is provided below. The cost for each item of construction was arrived at by determining the quantity of material required and multiplying that number by its estimated installed cost. Other construction costs such as demolition, storm water pollution prevention measures, bonding, and mobilization were added to each item as a percentage, “soft” costs such as design fees, construction administration fees, contingency, and inflation were included.

Description	Segment # 1	Segment # 2	Segment # 3	Segment # 4	Segment # 5	Segment # 6	Segment # 7	Segment # 8	Total
◆ Trail	\$10,000	\$380,000	\$9,000	\$387,000	\$44,000	\$390,000	\$32,000	\$1,410,000	\$2,660,000
◆ Bridges	\$3,736,000	n/a	n/a	n/a	n/a	\$1,383,000	n/a	n/a	\$5,120,000
◆ Landscaping	\$22,000	\$31,000	\$18,000	\$73,000	\$48,000	\$662,000	\$25,000	\$286,000	\$1,170,000
◆ Site Furnishings	\$4,000	\$24,000	\$22,000	\$21,000	\$36,000	\$79,000	\$1,000	\$41,000	\$230,000
◆ Parking	n/a	n/a	n/a	n/a	\$88,000	\$138,000	n/a	n/a	\$230,000
◆ Lighting	n/a	n/a	\$35,000	n/a	\$86,000	\$86,000	n/a	n/a	\$210,000
◆ Utilities	\$164,000	\$8,000	\$1,000	\$1,000	\$49,000	\$49,000	\$13,000	\$13,000	\$300,000
Total:	\$3,930,000	\$440,000	\$80,000	\$480,000	\$350,000	\$2,790,000	\$70,000	\$1,750,000	\$9,900,000

Note: The above items, amounts, quantities, and related information are based on CA’s judgment at this level of document preparation and is offered only as reference data. CA has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.



Phasing And Implementation



Upper reach of Guadalupe Creek

Although great interest has been expressed by Guadalupe Creek's neighbors for implementation of the trail, limited funding sources require that the trail be developed in phases.

Phase 1

Phase 1 will see the implementation of an interim trail to allow for immediate public access to Segments 2 through 5 of the Guadalupe Creek Trail. This interim trail will include installation of trash receptacles, regulatory signage, dog bag dispensers, gates at percolation pond weirs, directional signage at Meridian Avenue, anti-climbing guards on the PG&E transmission towers, and opening of access gates to allow for use of the Water District's existing maintenance roads as a trail.

Signs will indicate trail hours, use restrictions, and undercrossing detour routes. Site improvements will be coordinated with the Water District to ensure that the improvements do not conflict with the Water District's operations.

Chainlink gates will be located at weirs where lateral access across the ponds is provided to allow for continued Water District access.

Guadalupe Creek Trail Master Plan

Water District gates at Meridian Avenue and Singletree Way will remain unlocked at all times, although trail use has restricted hours. A joint-use agreement between the City and Water District will be adopted prior to implementation of these changes.

Anti-climbing guards will be installed on the PG&E transmission towers. An application for categorical exemption will be filed with the California Public Utilities Commission (CPUC) by the City to allow for public access to the interim trail through PG&E fee parcels. Phase 1 is expected to be complete upon approval of the categorical exemption application by the CPUC.

Phase 2

Phase 2 will see the implementation of the remaining improvements in Segments 2 through 5, including:

- benches
- a paved trail
- interpretive signage
- replacement of existing push buttons and curb ramps with ADA-compliant push buttons and ramps.
- a bulb-out at the northwest corner of the Meridian Avenue/Coleman Road intersection
- Meridian Avenue median island extension and fence improvements
- a landscaped parking lot off of Singletree Way
- bollards

Phase 2 will also see the implementation of Segment 6 which includes the two bridges upstream of Masson Dam and trail extension to the Camden Avenue / Coleman Road intersection. It will also include Segment 1 which includes the Almaden Expressway overcrossing. This phase will be completed upon adoption of a joint-use agreement and as funds become available. An encroachment permit will be obtained for the work within the County's right-of-way on Almaden Expressway.

Phase 3

Phase 3 will see the implementation of Segments 7 through 8, including striping of bike lanes along Guadalupe Mines Road, and installation of the paved trail with shoulders from the landfill gate to Almaden Quicksilver County Park. This will allow for equestrian use of the trail facilities. This phase will be completed after the landfill has reached full capacity, anticipated to be 2030 or later.

Conclusions

With the bursting of the dot-com bubble in 2001, earmarking funding for the development of trails has become a difficult task in the face of rising unemployment and economic uncertainty. Fortunately, more and more people recognize trails and the provision of recreational opportunities as integral elements to maintaining and improving the

standard of living within San Jose. Studies have shown that trails benefit the local community by enhancing property values, encouraging community interaction, becoming short-trip generators for local businesses, encouraging recreation, and conserving valuable open space. Immediate implementation of Phase 1 of the Guadalupe Creek Trail illustrates the dedication of the City and Water District to improving the quality of life of its citizens, and of the priority that San Jose's citizens place on trail development.



Native oak vegetation

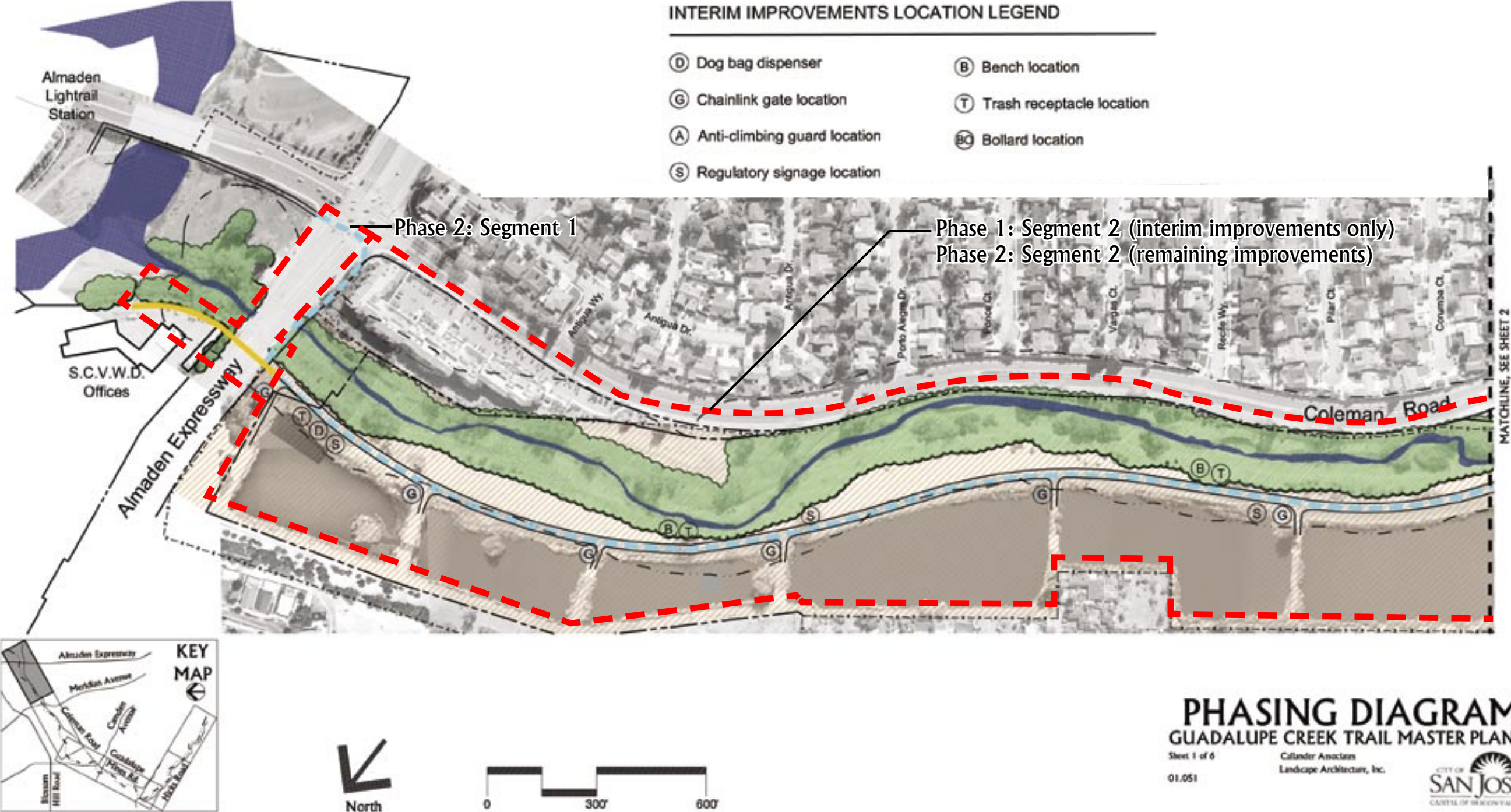


Figure 15: Phasing Diagram

Guadalupe Creek Trail Master Plan

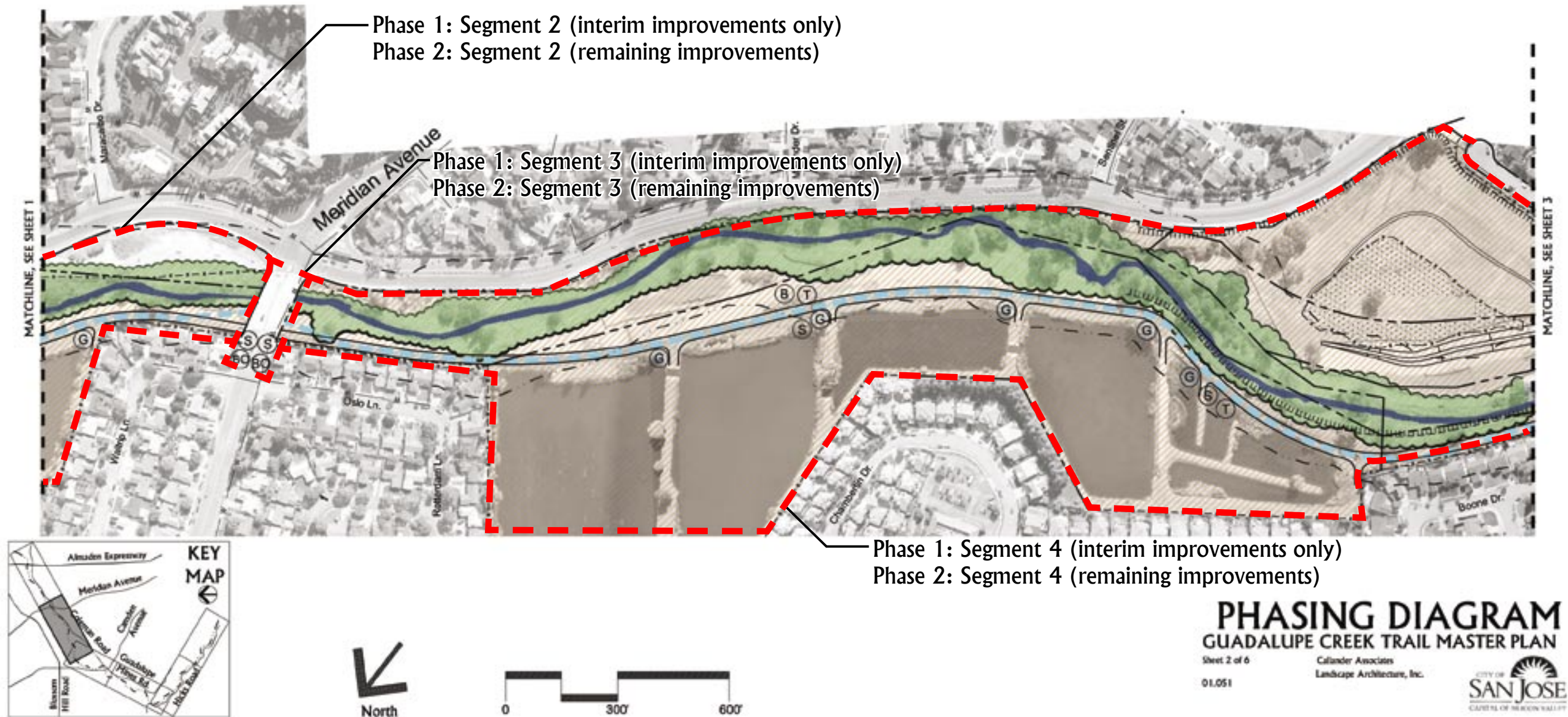


Figure 15: Phasing Diagram

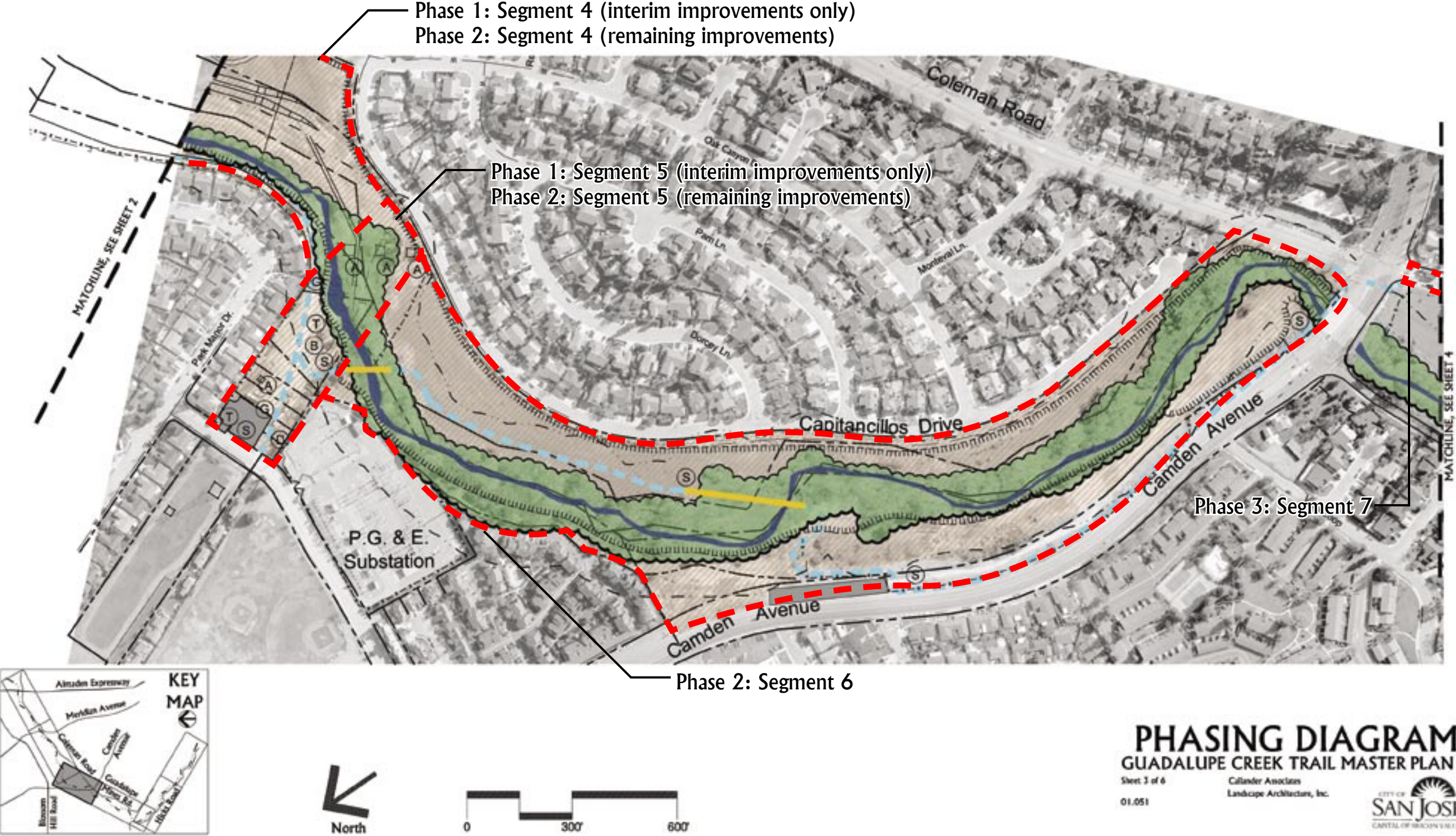


Figure 15: Phasing Diagram

Guadalupe Creek Trail Master Plan

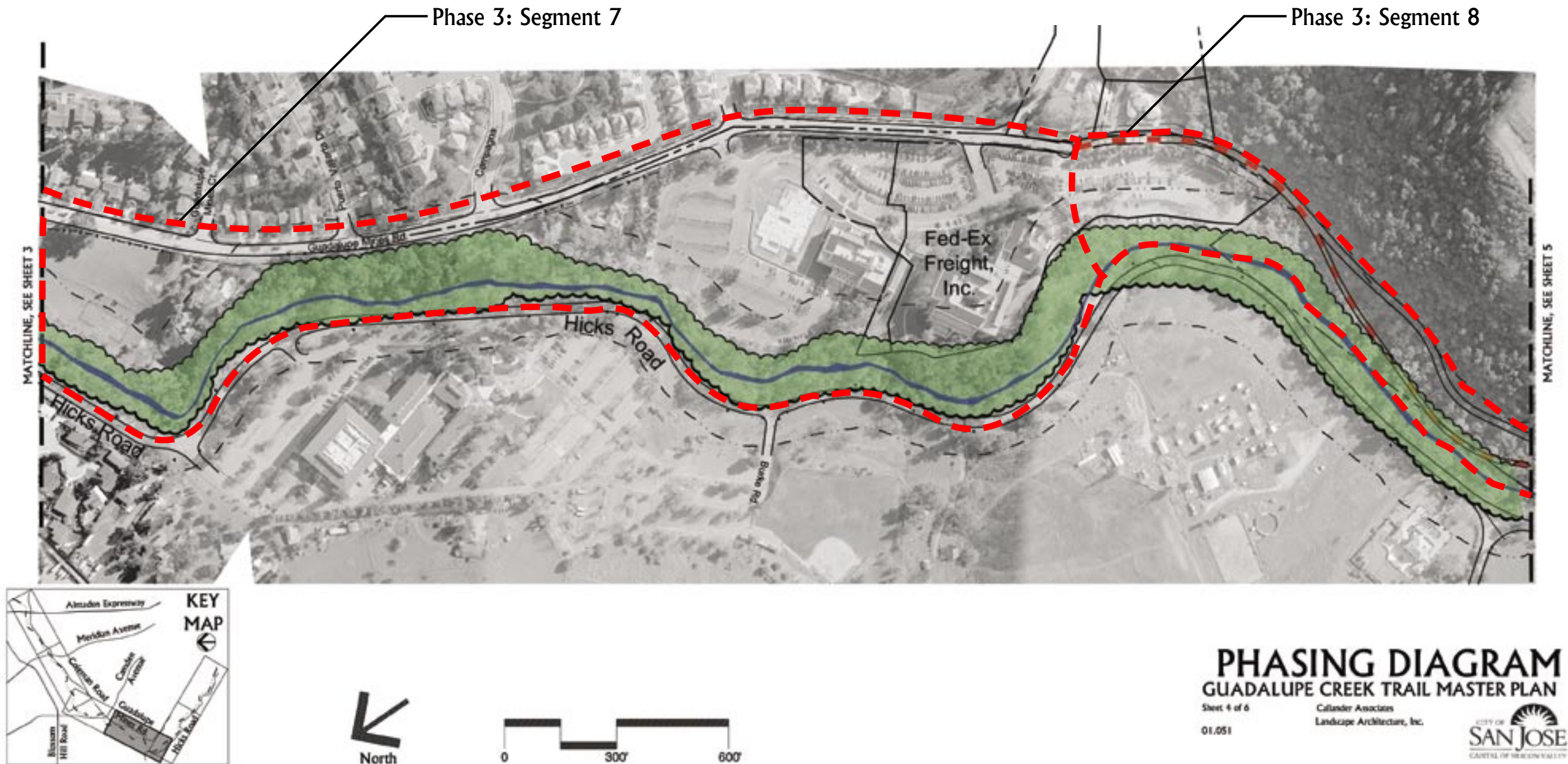


Figure 15: Phasing Diagram

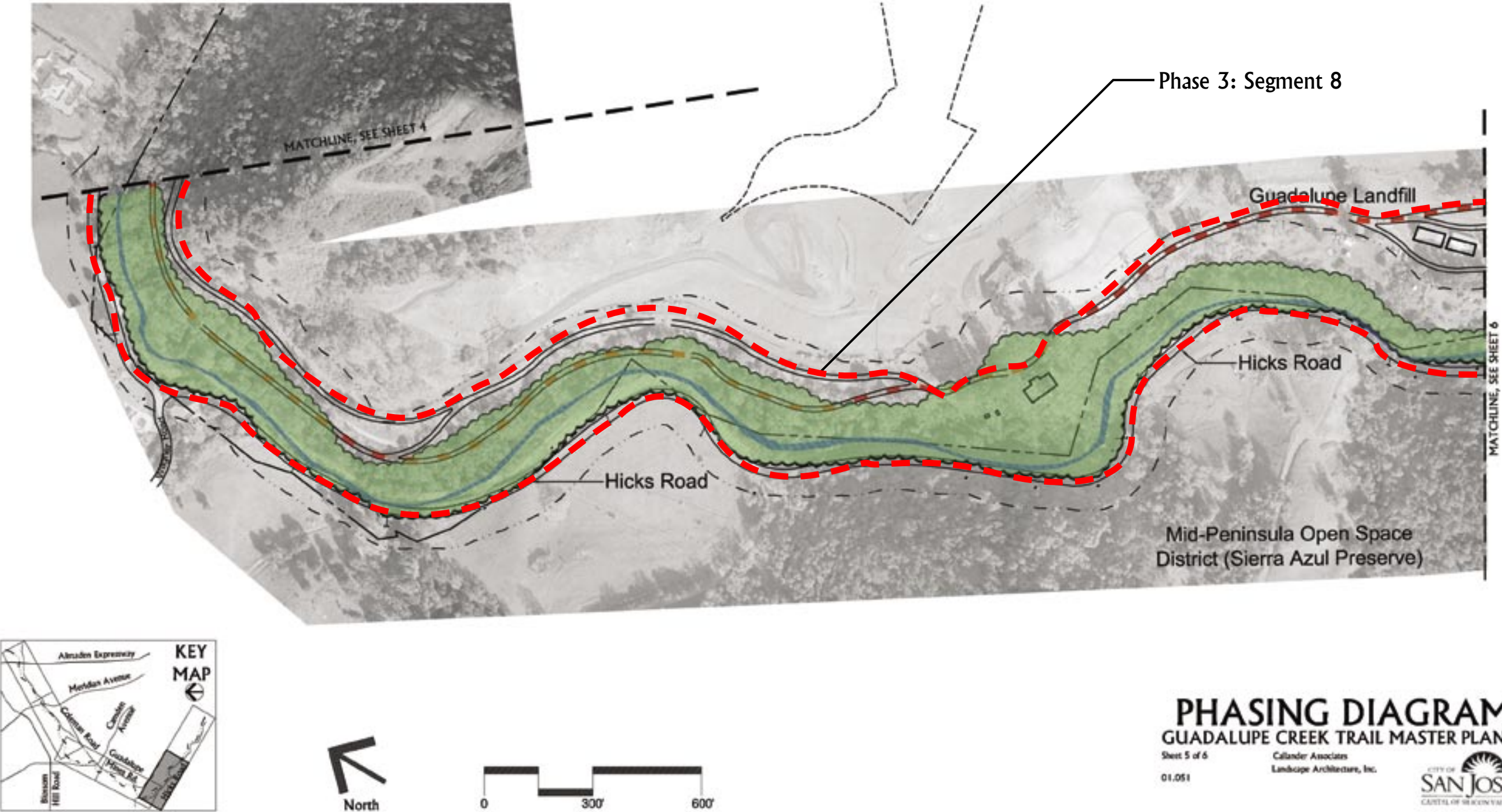


Figure 15: Phasing Diagram

Guadalupe Creek Trail Master Plan

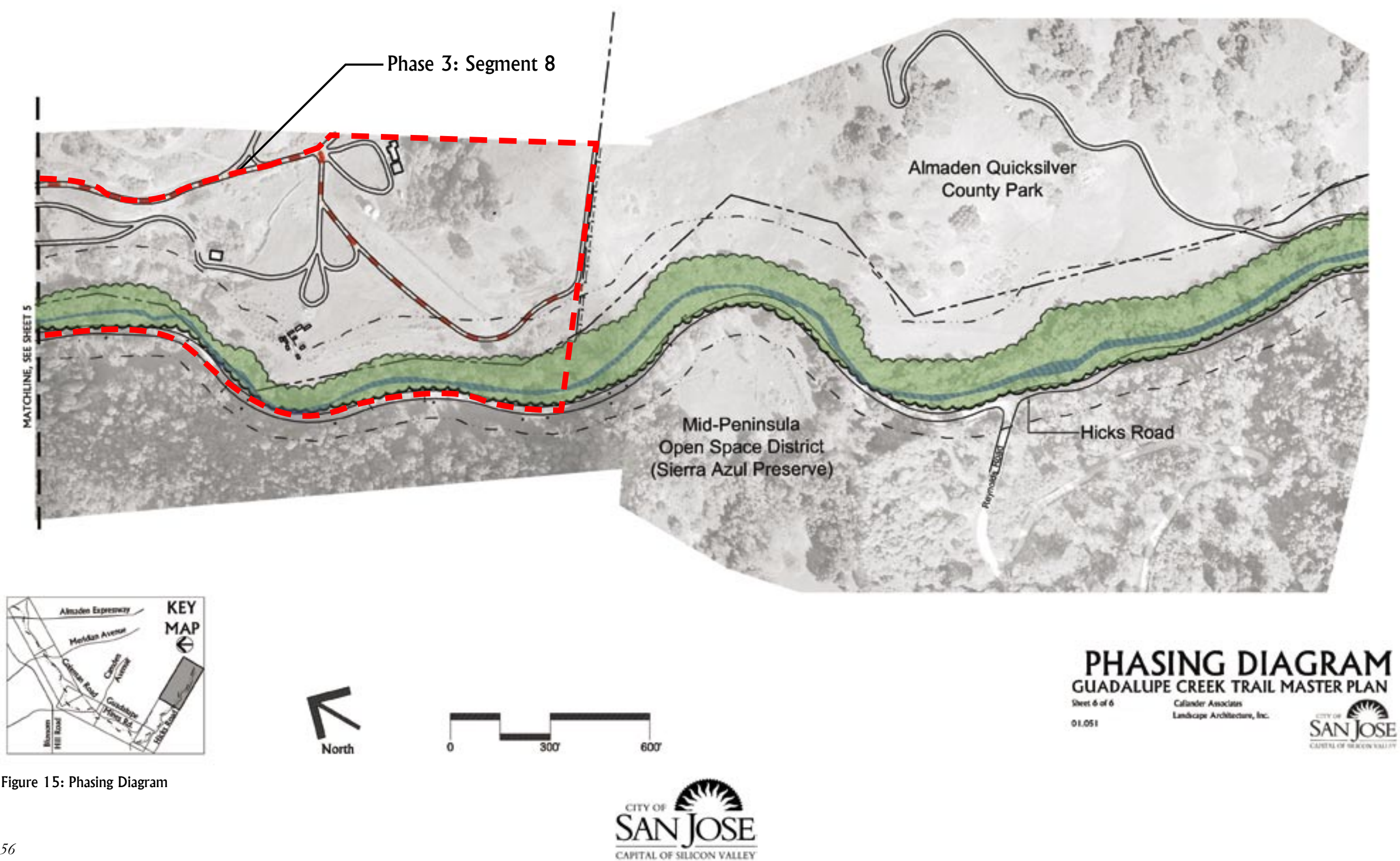


Figure 15: Phasing Diagram

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